



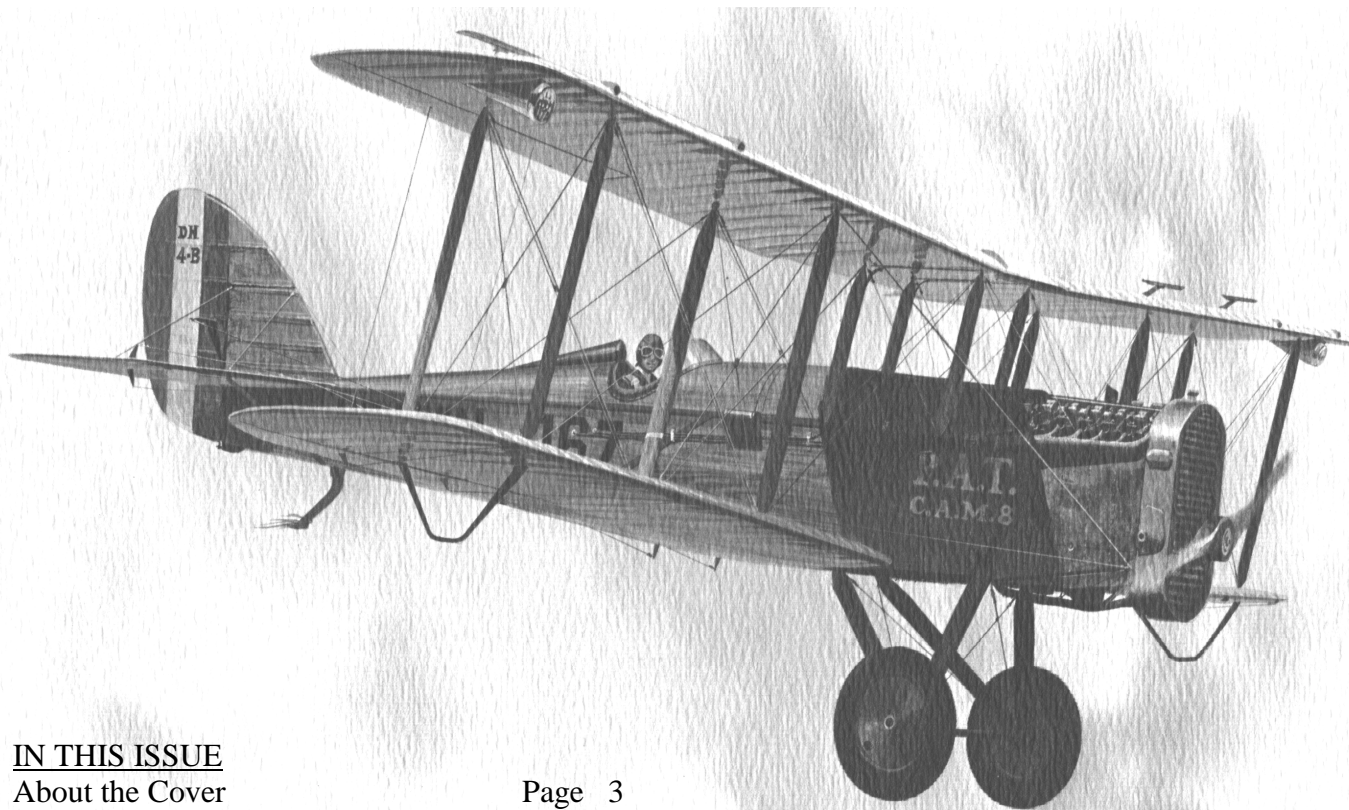
RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 8

(Journal 505)

August, 2001



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Nixon Galloway
DeHAVILLAND DH-4B
1926 - 1927

RUPANEWS

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**PLEASE SEND ALL
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Or Answering/FAX Machine...'1-800-787-2429
Or E-mail me at clevespring@home.com**

Snowbirds & Others:

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

Also

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

INFORMATION about Membership & Postage Fees:

One Time Membership Fee.....\$50

Annual Postage Fee.....\$20

U. A. Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to:

**Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr, Westchester, IL 60154-5638**

U. A. Historical Foundation

Send donated artifacts to:

United Airlines Flight Center Mail Room

**Attn: Tom Angelos
7401 Martin Luther King Blvd.
Denver CO 80207
Phone 303-780-5537**

ABOUT THE COVER

De Havilland DH-4B

The earliest of all aircraft flown by United Airlines' predecessor airlines was a 1916 design of British origin. Chosen by the United States to manufacture after its entry into World War I, the "Liberty Plane", as it came to be known, never crossed "the lines" until August of 1918. Over 4,800 were constructed but only 1,000 or so ever went to war.

The Government Air Mail system pressed many DH's into service before turning the mail routes over to civilian operators. Many Commercial Air Mail contractors were forced to use the DH-4 for their service until better aircraft became available.

Both National Air Transport and Pacific Air Transport flew De Havillands while indelibly adding their names to early U.S. airline history.

Technical Data: Type: Single-engine mail/cargo biplane. Span : 42'5". Length: 30'. Wing Area: 440 sq. ft. Gross Weight: 4,297 lbs. Max. Speed: 124 mph. Power Plant: 400/420 hp Liberty. Payload: 1 pilot plus mail. Construction: primarily spruce and fabric.

NOTICE: The deadline for the month of August has been advanced to the 15th to permit the editor to complete his duties before going on vacation. This should affect only Area lunch reports. Ed.



PREZSEZ

Fellow Ruparians,

Just a wee blurb this month:

Since we have such an amiable and cohesive organization, with such great events and fellowship, why not volunteer to aid and assist the folks in your area who are doing such a grand job!

Also, we just passed the 5th anniversary of the TWA 800 disaster. Just something to ponder.

Git Chur Injoys!

Bill

Editor's Notes

As was noted in the July edition, I was recently put out of action by a rather bad case of lobar pneumonia and other suspected further nastiness (as yet unconfirmed), which put me in hospital for six days. My thanks to those who sent me expressions of sympathy and concern. I am well on the way to recovery, and once some investigative radiology clears me (I hope), will be fully recovered.

My thanks are also due to Cleve Spring and Bruce McLeod who valiantly filled-in for me in a hastily improvised effort to get out the July issue of *RUPANEWS* on time – well done guys!

It is worthy of note that Cleve and Bruce are already full-time volunteers for RUPA – Cleve keeps the books, the mailing list, and, along with Floyd Alfson, organizes the annual directory and gets the labels ready for the Folders & Stuffers to do their monthly two-hour stint. Bruce, of course, maintains the RUPA web site. I have, since March '97, produced the “product”, the monthly magazine. Of further note is the fact that we are all about age 69 or better.

RUPA is a singular organization; it has progressed in somewhat of a haphazard way since its founding. Like Topsy, it has just growed! As a result of this volunteer *ad hoc* filling-in, we are in rather a precarious state, dependent on last-minute replacements for positions as they are vacated.

Because the organization was started in the SFO area, geography and then-current technology more or less ensured that the “San Mateo Mafia” perforce looked after most of the nuts and bolts items of maintaining mailing lists and publishing the “Journal” This, believe me, was and is due more to proximity than power lust!

However in this age of computerization and networking there is really no reason for such a geographic limitation in future. As regards the editing and laying-out of *RUPANEWS*, I have pretty well solved most of the problems in making it a turn-key operation, and once I have figured out a few minor transmission problems with our printer, there should be no reason why the magazine could not be edited and laid-out from MIA or HNL. The magazine could still be printed here, and the loyal F&Srs would still perform their monthly task. The same benefits of computerization and networking are true for all of the other RUPA administrative functions.

I hate to say it, but the greatest risk to RUPA's continuance is lack of volunteers. We already have a couple of Area Representatives who have pleaded for local replacement, to no avail.

Gentlemen, this is not good enough, we probably should have deputies for all positions. We have a new President and Vice President lined up, but no one for any other situation. Given an ill-timed accident or illness and the organization could be seriously crippled. This is a situation that must be remedied.

I rather imagine that this will be an issue that we will have to address soon – possibly at the upcoming convention. Put your thinking caps on everyone, and let's see if we can't find a solution to this problem.
Ed.

REGISTRATION FORM FOR RUPA CONVENTION 2001

The Convention will be held in Las Vegas, Nevada from the 24th thru 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 & Banquet (Sept 27): \$15 per person:\$ _____

Please indicate your choice: Salmon _____ Prime Rib: _____

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 *Harrah's*, breakfast at the course, (own cost) \$220 per person covers both days.....\$ _____

Tour of USAF Thunderbirds facilities at Nellis AFB: Sept. 25 & 26, 0915 depart *Harrah's* 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 *Harrah's* for Nellis AFB, 0900 briefing for shoot, 1200 depart Nellis for lunch, 1400 return to *Harrah's*. 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 *Harrah's*, 1150 boarding ship, 1200 cruise Departs dock, 1330 ship returns to dock, 1430 return to *Harrah's*. Cost, \$38 per person. Includes transportation, cruise, lunch, \$3 park entrance fee/tax. 60 seats reserved, first come, first served.....\$ _____

Total.....\$ _____

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. *Harrah's* 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



Las Vegas

Show Information - - -



A good source of information regarding current shows in Las Vegas is the website: www.lasvegas.com - it is quite complete and will give you just about any information that you might require regarding entertainment, restaurants, sporting events, purchasing tickets, etc. We have listed the telephone numbers of the major shows in the event that you might wish to call them direct for more information.



Aladdin Theatre for
the Performing Arts
877 333-9474

Excalibur
702 597-7600

Arizona Charlies
702 258-5100

Flamingo Las Vegas
702 733-3333



Bally's
702 967-4567

Four Queens
800 634-6045

Bellagio
702 693-7722

Gold Coast
702 365-7075

Boulder Station
702 432-7777

Golden Nugget
702 386-8100



Caesar's Palace
702 731-7333

Hard Rock Hotel
800 - hrd-rock

Casino Royale
702 390-5329

Harrah's
Spellbound Theatre
702 369-5222

Las Vegas Shows (Cont'd)



Holiday Inn Boardwalk
702 730-3194

House of Blues
@ Mandalay Bay
877 632-7800

Imperial Palace
702 794-3261

Lady Luck
702 477-3000

Las Vegas Hilton
702 732-5755

Luxor
702 262-4400

Mandalay Bay
877 632-7800

MGM Grand
702 891-7777

The Mirage
702 792-7777

Monte Carlo
702 730-7777

New York - New York
702 740-6815

The Orleans
702 365-7075

Palace Station
702 367-2411

Paris - Las Vegas
702 946-4567

Plaza
702 386-2444

Rio
800 PLAY-RIO

Riviera
702 794-9301

Sahara
702 737-2515

Sam's Town
888 464-2468

San Remo
702 597-6028

Silverton
702 263-7777

Stardust
702 732-6325

Stratosphere
702 380-7711

Thomas & Mack Center
702 895-3900

Treasure Island
800 392-1999

Tropicana
Tiffany Theatre
702-739-2411

Venetian
888 283-6423



RUPA Convention Golf in Las Vegas

It is getting time to sign up for the golf at the convention. We have a two-day golf tournament planned, for both men and women. The first day, Sept. 25th, will be a low net at Angels Park Palm Course, shotgun start at 7:30 am. The second day Sept. 26th, will be at The Legacy Golf Course, and will be a 4-man scramble, also a shotgun start at 7:30 am. Ladies will have a low net the first day and join the men the second day in a 4-person scramble.

The price this year will be \$ 220.00 to include two days of golf and round trip busses to and from the Harrah's Hotel. Busses will leave the hotel at 5:45 am, so that those who wish to purchase breakfast at the golf course may do so.

We need to know soon to know how many players we will have. Give us you Index.

Golf Tournament Chairman Oak Porter

Phone # 541-593-7165, Fax # 541-593-3895, Email- oakporter@dsicomputers.com

CHICAGO RETIREMENT PARTY

The following is a tentative list of retirees, for Chicago, for 2001:

Stanley J. Aiello, Bob(RL) Alexander, Gerald F. Anderson, Boyd LAshcraft, Gary C. Ayres, Ben A. Bailey, Ronald M. Bolick, James W. Boyd, Glynn(GR) Bradley, Jim(BJ) Burnham, Bill(WR) Burns, Roy D. Burns, David P. Cardinal, Don(DJ) Coffey, Thomas L. Conley, William L. Cotton, Leslie P. Crawford, Frank H. Davis, Dwight Dendy, Jesse R. Elliott, Leslie W. Featherston, Jack A. Fiening, Richard L.Fleck, Robert M. Godbout, Randolph E. Grant, Shahbahram B. Hakimian, Conrad W. Hamilton, Vince(HV) Hammond, Joseph H. Hart,Jr., Jim(JJ) Higbea, David N. Hydorn, Robert C. Irwin, Philip E. Jach, Tommy S. Jackson, James L. Johnson, Jr., Thomas E. Jones, Denny(DD) Keast, Tom(TV) Kelly, Dave(DA) Kemna, Carl P. Kennedy, Theodore J. Keskey, Jim(JF) Kirkham, James A. Kirkwood, John D. Knudson, Henry G. Kobulnicky, Frank L. Levar, Jr., Tom(TE) Lowe, Mark(MA) Lund, John T. Lundy, Mark V. Marlowe, Jr., Fred(FF) Meyer, Donald L. Nevels, Bob T. Olsen, Dennis K. Omundson, Arthur G. Parrott, Jr., Guillermo Perez, Bert(EL) Pillows, Jerry(JD) Pitts, Matt(MC) Poleski, Edward J. Reilly, Jr., Ronald F. Reynolds, John H. Rohan, Tony(AT) Romito, Bill(WL) Rutherford, Denny(DC) Schaar, Bud(AJ) Schrautemyer, Stephen H. Settle, Bud(PG) Smith, Jr., George(GR) Sorenson, Harold E. Spross, John E. Stout, Ron(RJ) Szot, John E. Turbeville, Michael A. Vandette, Jr., Arthur M. Wallace, Ronald R. Werner, John C. Whitney, Dave(DW) Wickersham, Bruce(BG) Wilkins, David H. Williams, David Zane.

If anyone knows of anyone we have missed, or should not be on the list, please let Patty Harmon know. She is at 847-297-2030, or e-mail: 73714.214@compuserve.com

The party will be held, Friday , Oct 5, 2001, at the WestinO'Hare. The hotel is located at 6100 River Road, Rosemont, IL 60018. The phone is 1-800-WESTIN-1

The entrees, for the dinner are: Beef Tenderloin, Sea Bass and Farfalle Pasta.

Social hour begins at 5:30, Dinner at 6:30 followed by Retiree recognition, and dancing to "Nite Flight"

Cost is \$50.00 per person. Reservations can be made with Patty Harmon, at the above listed phone, or e-mail address. Check made payable to: Council 12 Retirement Party, and mailed o: ALPA Council 12 2350 E. Devon Ave., Suite 231 Des Plaines, IL 60018

We look forward to a fine gathering, and hope all, who read this notice, can join us for the festivities.

Again, the primary contact is Patty Harmon, at the above listed phone, and e-mail address. I am secondary at: pamandbob@juno.com, along with Steve Dereby at: 76627.3615@compuserve.com.

Robert G (Bob) Blackwell

Number of pilots on UAL property

We currently have 10,774 pilots on our seniority list as of July 1, 2001.

361 of those pilots are over age 60 with 10,383 under.

By the way, if you're interested, only 1,691 (14.8%) of our current list were pre-strike '85, with 9,153 (85.2%) hired since.

In addition, with the recent rejoining of Continental and Continental Express with ALPA we now have 47 airlines in ALPA with a whopping 66,924 members.

ALPA UAL Forum

DANA POINT LUNCHEONS

At the last LUNCH it was decided that the *third Tuesday* will be our RUPA lunch at the Wind and Sea, *Dana Point Harbor*. So next Lunch is the 17th of July at 12:00 hrs! This avoids the conflict with LAX and meets the deadline for the *RUPANEWS*.

At the Lunch, Rick Hoefler informed of Earl MacKenzie's operations! Last Friday the 20th he had a heart and a kidney transplant! Yes both!! He is out of the Hospital now. I called him Sunday he sounded great and is in fine spirits. Plans on being at the next Lunch Earl's number is 949 588 8786 See you all the *third Tuesday of July*.

TED

High Desert Has Beens

Our little group met yesterday, July 13th, at *McGrath's* in Bend, OR. Bob Niccolls couldn't make it, but the rest of the regulars were there. Stan Green, Ken Sandine, Dick Ruiter, Gary Smith & myself had an excellent lunch and our lively conversation. Best regards,

Steve Laurance

Las Vegas High Rollers

ClydeHouse (702) 896-8821 clydie@concentric.

The summer months are upon us, so we have changed our scheduled luncheons to reflect a more casual attitude toward our beautiful Las Vegas weather.

The month of July, Marie and I hosted a combination luncheon and pool party with 21 Ruparians and ladies present. the following were in attendance:

Andy and Dawn Anderson George and Denny Atteberry Bill Balboni Fred Boesvert Jerry and Susanna Johnson Bud Puckett and Betty, Lyle Miller & Sharon Gravert [new] Welcome Bob and Misti Roland Dave Smith Don and Betty Swirnow Lloyd and Donna Whitlow and yours truly

Clyde House and Marie Loquet. Our meeting was held on the 7th of July

as we are going to be on vacation for the rest of the month. Our August

meeting will be hosted by Jerry and Susanna Johnson on the third Tuesday of August which is the 21st of the month. Address is 1017 NORELLAT RD. HENDERSON NV. Phone 558-9422 Call Jerry or myself for directions.

Clyde

SFO RUPA ANNUAL PICNIC CANCELLED

Due to a change in policy at the Palo Alto Elks Lodge and our inability to find a suitable alternate location, this year's RUPA picnic is regrettably cancelled. We hope that by next year we will have found a new site for our 2002 Annual outing. If you know of an appropriate locale, please let us know.

LAX Luncheon

The first day of summer brought 25 of us to the Hacienda today and the usual format of visiting, lying and over eating was followed.

In attendance were Margaret and Charles Barnard, Shirley and Jack Hanson, Edna and Lee Cameron, Ruth and Nordy Nordhagen, Linda and Rex May, Don Kruger, Walt Albright, Mel Heflinger, Herb Goodrich, Jack Moore, Don Curtin, Gene Gawenda, Jim Day, Jim Matheson, N.C. "Bob" Horne, Jim Turner, Bob Mosher, Arvid von Nordenflycht Robert York (recently retired) and Ray Mitchell.

LAX luncheons are on the third Thursday of the month. Odd numbered months at Billingsleys in Van Nuys. Even months at the Hacienda In El Segundo. The exception to this will be the holiday lunch at the Hacienda on Dec. 13. More information on this will follow.

Rex May wrecksmy@aol.com

UAL MEC Retirement & Insurance Committee— Weekly News for June 30, 2001

"Note: The Weekly News is intended to provide timely information on current employee benefit matters pertinent to United pilots. While the R&I Committee takes great care in preparing each edition of the Weekly News, to the extent of any discrepancy between statements made in the Weekly News and the official documents governing our benefits, the latter will take precedence." *N.B. RUPANEWS will only reprint those R&I pieces relevant to retirees. Ed*

PDAP Update

At the end of July, the Mutual Fund Option and the Government Bond Series of Sub-funds will be closed. If you have not directed otherwise, any assets you have left in these funds will become subject to a default transfer process. This information has been mailed to all PDAP participants.

ESOP Errors and Clarifications

Installment Distribution Errors

An error affected all retired pilots who elected to begin 5-installment distributions from their ESOP 3 accounts after the end of the Wage Investment Period (WIP). This May's distribution, which should have been labeled "2nd of 5" was mistakenly calculated to be either "3rd, 4th or 5th of 5". The distribution amounts were appropriate for whichever installment number was randomly used by the computer.

Upon investigation, a programming error was discovered which dated back to ESOP initiation. It only surfaced with this, the second scheduled installment distribution since the end of the WIP. The error has been corrected, but the incorrect checks must be returned to the Company and new ones issued.

Although all retirees making the post-WIP installment election were affected, only those electing cash received an erroneous payout. The error was caught before share certificates were issued to those electing that payout form.

An explanatory letter has been sent and the Committee urges all retirees to promptly return the erroneous check and obtain a corrected distribution.

QUESTION: Now that the Wage Investment Period is over, what did we pay for our ESOP stock?

ANSWER: Much has been written on this question since 1994. It is not relevant that the Wage Investment Period is now over. Rather, any determination about what pilots and other employees "paid" for the ESOP must be made based on the conditions prevailing in 1994, when the deal was made. Further, in determining whether the ESOP was a "good deal," it is necessary to review the entire transaction as a whole, assessing both the concessions and the improvements. The value of the concessions, i.e. wage and benefit cuts, has been quantifiable from the beginning. Not as easy to quantify is the value of the improvements, as viewed in 1994. These include (but are not limited to) the strong job security provisions; a United pilot (and two other employees) on the UAL Board of Directors; majority voting control by employees until they own less than 20% of the airline; the expected expansion of the Company; prospect of increased cooperation and interaction between the Company and employees in an employee-owned

environment; and the positive impact (on institutional investors and the traveling public, among others) of achieving labor peace with reduced labor costs for a relatively long period of time.

The comprehensive valuation that is needed to answer this Question is not within the purview of the R&I Committee. However, the federal Court of Appeals for the Seventh Circuit ruled that the price which the ESOP Trustee set for the ESOP preferred stock in 1994 was appropriate, and that in setting that price, the ESOP Trustee could not consider the value of concessions made by employees in their collective bargaining agreements executed contemporaneously. *Summers v. State Street Bank and Trust Co.*, 104 F 3rd 105, 20 EBC 2317, 2320 (7th Cir. 1997).

Shortly after the ESOP agreement was reached, a group of United employees (including two pilots and a mechanic) filed this class action lawsuit challenging the ESOP on the basis that the amount "paid" by employees was too high compared to the value of the stock received. The plaintiffs alleged that the ESOP Trustee breached its fiduciary duty by failing to require that the value of the ESOP stock be at least as great as the value of the employees' wage and benefit cuts. In making their claim, the plaintiffs alleged that if you divide the value of the wage and benefit concessions by the number of shares obtained in the ESOP, the result, \$210, is far in excess of \$121, the price per share set by the ESOP Trustee. The ESOP Trustee determined the value of the ESOP preferred stock at \$121 per share based on the then-market price of United's common stock (before the 4:1 stock split), plus the 7 percent fixed dividend on ESOP preferred shares. The court found that the ESOP Trustee's method of valuing the stock was appropriate, and ruled that the ESOP Trustee could not consider the value of the employees' concessions in determining the value of the ESOP stock.

The court added that the value of the 1994 agreements to employees "was a function not only of the wage and benefit give-ups, which are readily monetizable, but also of the enhanced job security brought about by reduction in United's labor costs. The plaintiffs might not have their jobs, or equally good jobs, today if United's labor costs had remained what they were.. The ESOP shares were thus only part of the consideration flowing to employees.."

In summary, an analysis of the value of the aggregate concessions and improvements made by pilots in the 1994 collective bargaining agreement is beyond the scope of the R&I Committee, and, in any event, legally it does not translate into the price per share of stock obtained by pilots in the ESOP.

Faternally

UAL MEC R & I Committee

NO MEDICAL OXYGEN FOR PASS TRAVELERS

Recently, one of the Washington Area pilots found that he could not have medically required oxygen boarded for his trip. The following information obtained from Herb Petitt, Admin. Mgr. DCAFO, might be of future interest.

The medical desk advises that the reason that an SA cannot order oxygen is that they do not have a confirmed seat assignment, so maintenance cannot hook the oxygen up in advance. Also, it is not stocked in non-Hub locations and therefore cannot be installed at the last moment.

E.K. Williams, Washington Area Rep.

RUPA North Coasters (ex Cleveland)

The walls of TJ's Restaurant once again reflected the many conversations of the "friendly chapter" of RUPA. Jim Burrill told more about the around-the-world cruise that he and Monica enjoyed. John Pinter reminds us that the August meeting will be at his home on Lake Erie instead of at TJ's. September will see us back in TJ's. Dick Sanders brought some pictures and more information on the Beech Stagger-Wing museum in Tullahoma, Tennessee--- where Jim Francis has been very active in the organization for many years. As many of you know, Jim owns a beautifully restored Stagger-wing which boasts the lowest airframe time in the country. Dick says this museum is worth a visit. Ken Wheeler invited the group to attend the country music presentation that he will be part of. Ken has the honor of being the President of the Muskingum County Country Music Society.

Congratulations, Ken! Also present were: Ed and Barb Griffith, Don (shorty) and Bev Karaiskos, Rick and Ronnie Ogden, Jack Heiszek, and Dick Orr.

The North Coasters meet for lunch the third Thursday of each month at *TJ's Restaurant* in Wooster, Ohio (except this August). The working pilots are a vital part of the group, and all luncheons are co-ed. Fly-ins welcome, using the Wayne County Airport (Smithville, Ohio). *Dick Orr*

San Diego Co Area Lunch

Jock we had another meeting at the Quails Inn at San Marcus Inn .the following were present Joe Collins Hugh Wilson Ken Corica ,Phil Guerra, Mike Raines, Roy Holmes, Bill Pauling, Gary Johnson. Debbie and Monte Duran, and Lous and Don Trunick.

The meeting is on the first Tuesday of ea. month. I was unable to make the luncheon, but understand there was some lively conversation.

Bob Bowman

DON'T MISS ROY LIGGETT'S RETIREMENT PARTY

Friday, September 7, 2001

Westfields Marriott, 14750 Conference Center Drive, Chantilly, VA 20151

Main Hotel Phone (703) 818-0300

Cash Bar 6:00 P.M. - 7:00 P.M.

Dinner/Dance 7:00 P.M. – 1:00 A.M.

Tickets & 55.00 Per Person

Come join us to celebrate Roy's Retirement after 35 successful years with United Airlines.

The Westfield Marriott is an excellent facility, *Roy & Linda Liggett* are an outstanding couple, and as a group of airline folks we rate as #1 – both in terms of professionalism and having fun! It should be a most enjoyable night.

Westfields is offering 45 rooms at \$89 each and will take reservations (703-818-0300) until August 17, 2001. At which time they will be released for general sale.

Forward this form & your check to IADFO – Lori Caputo
MUST BE RECEIVED BEFORE AUGUST 30TH.

I Plan To Attend Roy's Party _____ Persons X \$55.00 = _____

I would like to contribute \$_____ towards a gift

Dinner Choices:

Broiled Medallions of Beef with Exotic Mushroom Sauce # _____

Grilled Filet of Salmon with Saffron Buerre Blance Sauce # _____

Breast of Chicken with a Lemon Caper Sauce # _____

Name/s To Be Written On Name Tag/s.....

Please Print



UAL ALPA CompuServe Forum

The ALPA Message Boards have been shut down per UAL-MEC direction. For information on how to join the "official" pilot message center on CompuServe, please read the following letter from Captain John Moore.

Please note that one does NOT have to be a member of CompuServe to access this forum.

Art Mount, Chairman

UAL-MEC Communications Committee

ajmount@earthlink.net

Those who wish to join the UAL ALPA forum on CompuServe need notify ONE (please send your request to only one) of the following Sysops: (You may wish to print out these instructions)

John Moore [76250,1233] or 76250.1233@compuserve.com

John Briggs [74137,1061] or 74137.1061@compuserve.com

Phil Otis [73412,3301] or 73412.3301@compuserve.com

Jerry Leber [74137,3050] or 74137.3050@compuserve.com

Please send the following information

Name _____

ALPA # _____

Name as you wish it to appear on the forum _____
(Example: Joe Pilot 727FO/ORD)

ONE of the following:

Internet Service Provider and Screen Name _____ OR;

CompuServe Classic Account # _____ OR;

CS2000 Screen Name _____

The forum can be accessed on CompuServe Classic by the "Go" words of AUA-4 or ALPAUAL. If you're accessing the forum with CS2000 or with another Internet Service Provider's "Screen Name", the address is: <http://go.compuserve.com/ALPAUAL>

If you wish to access the forum with an ISP other than CompuServe, you will need to visit WWW.aol.com and download Instant Messenger. Run Instant Messenger to get a "screen name" and password. Your "screen name" if you're using CS2000 is your E-mail address (JoePilot@cs.com). Once you've gotten the Screen name and Password, you may delete Instant Messenger. The Sysop will then verify your status with the MEC office. This usually takes 2 business days but may take longer if the MEC office staff is not available.

If you have any questions, you may e-mail one of the listed Sysops. A note on the alpa.org message board will most likely NOT be answered. *[N.B. Pilots who retired in good standing with ALPA will be permitted to join the forum after receiving the normal approval Ed]*

Thanks,

John Moore

Sysop, ALPAUAL Forum

Washington Area RUPA, Eddie O'Donnell Luncheon July 18, 2001

The Mid-East Ruparians convened at the stroke of midday in the snug accommodations of the *Belle Haven Country Club*. The group stood for a moment of silence to remember those who have preceded us in the flight west. In particular we thought of those departed since last we met: Thelma Moffitt, wife of Ray; Craig Getman, son of Dennis who just recently retired; and Joe Sabal. We remembered the pleasure of their company and the part they played in our lives and our profession.

After being seated for lunch, Capt. Roy Liggett, Chief Pilot DCAFO, spoke briefly before dashing off to DCA for a flight to Chicago. Roy used the time to tell us of the expansion plans for Dulles Airport and his expectation for UAL service at Dulles. He touched on the termination of new pilot hiring at United, the US Air acquisition; 747-400 service and his imminent retirement. He smiled broadly as he anticipated joining us for lunch in October as a retiree.

With our Masterful Senior MC absent, a substitute from the back of the room took the podium and brought us greetings from Jackie Abel who has resumed rehab after a second hospital stay. We had a message of greeting from Chuck Wafel who can be reached at 919-875-8753 or through his son Ed Wafel at ewafel@goldencorral.net. Tom Morrison is in rehab after injury sustained while a hospital patient. Tom can be reached at 703-518-8335. Beth Williams, wife of Powell, will begin radiation treatments soon.

Three recent retirees joined us for the first time. Capt. Gary Cook, Capt. Koop Koopman and Mr. Frank Major, DCA FOSR. We welcomed them to the group along with a not so recent retiree, Ferg Ferguson. We are going to miss one of our long time members as Bill and Alma Eblen depart the area in September for Louisville and closer proximity to family.

It was decided to establish a Memorial Fund for the group with the option of flowers or charitable gift, as might be appropriate, in instances of death in the immediate family. Very generous donations were made to initiate the fund. After presentation of information regarding other locations for our quarterly luncheon the group decided to remain at *Belle Haven* with the increase in price to \$25.

An overwhelming social calendar was brought to our attention. Sept. 7 is the retirement dinner for Roy Liggett. Sept. 15 is the Council 11 Annual Party. Sept. 16 is the 20th Annual Capital Airlines Association Picnic. Sept. 24-27 is the Biannual RUPA Convention in Las Vegas. Oct. 6 is the Annual IADFO Pig Roast at the Flying Circus Aerodrome, Bealton, Virginia.

Business behind, us the Golden Vessel of Uncertain Heritage was brought forth and Paul Miller drew the door prize ticket for Hank McBride. Woody Hays drew the ticket for John Linderman. Hank and John, each went home with a bottle of Loudoun County Fruit renowned for its excellence. It then took another 30 minutes of visiting for the group to finally depart the building. At 3:15 Ed Crowther, Dub Crawford and John Linderman were still holding forth in the parking lot. And no, they had not opened the Bottle of Fruit!

The 57 in attendance were: Bob Aldridge, Paul Andes, Bob Buck, Al Buff, George Candelori, Chet Cassel, Hal Cockerill, Tom Coffee, Gary Cook, Tom Cosgrove, Dub Crawford, Ed Crowther, Billy Davis, Vince Difelice, George Elliott, Roy Ellis, Bob Engl, Jack Evans, Ferg Faunce, Brad Fleming, Nelson Funkhouser, Bill Golemon, Tex Goppert, Jack Grooms, Larry Grube, Woody Hays, Koop Koopman, Roger Lemieux, Roy Liggett, John Linderman, Joe Lubozynski, Don Mainwaring, Frank Major, Hank McBride, Frank McKenzie, Jim Meadows, Lew Meyer, Carl Miller, Paul Miller, Ray Moffitt, Dan Murphy, Bill Nolan, Joe Nuccetelli, Ed Partner (Guest of Andy Yates), Joe Rosic, Bud Ruddy, Bernie Schwartzman, Chuck Smith, Lloyd Smithey, T.J. Sobota, Jack Sodergren, Joe Soltis, Sim Stidham, Fred Streb, John Turner, E.K. Williams, Powell Williams, Andy Yates.

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at the Belle Haven Country Club south of Alexandria and we invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon is COED on October 17th and Chicken Tarragon is on the menu. Contact Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@compuserve.com) to ensure a place at the able and a bean in the pot.

E.K. Williams, Jr., Washington Area Representative

ROBERT J. AHRENS 3914 Christian Drive
Belmont CA. 94002

Check-in time for 2001, and postage payment
My wife and I are still in good health and had a wonderful trip via Air, Bus, Sheena. train and Ship, through Western Canada from Edmonton to Vancouver last September with our Seniors TravelGroup. We both are busy with local dribs end. enjoying leisure years Have a. great year
Regards **Bob**

HORACE JOE ANDERSON—1931 Edith Dr,
Escondido, CA 92026

Dear Cleve, Here's some dough for stamps. I know I'm late but what are friends for. All's ok down here, except I had a heart attack June 29th and am still getting it back together. I went to one meeting with the RUPA guys down here and it was very nice. Plan to start again when I'm "cleared to taxi" by the sawbones. I guess it was a mild one, cause like the late Capt Al Gmoser, I don't think I really had one, or much of one. He always maintained it was nothing more, as Scrooge said, "a bit of undigested cheese or mutton". They did however find the Left front descending artery completely stuffed with what amounts to be Double Bacon Cheeseburgers, so they put three stents in there.

I got many nice E mails from people I knew back at MDW ORD and EXO. I told them how much I enjoy getting the *RUPANEWS*, and am sending them about two years worth of back issues. They meet every month or so in St. Charles Illinois, and when they see these things, I think they'll freak out. Like the rest of us I guess they just have lunch, walk down memory lane and discuss the halcyon days of yore.

My very best to all, and enjoy a bran muffin. Ugh.
Joe

HARRY E. ARCAMUZI—7480 Schuster St,
Las Vegas, NV 89139

Hi Cleve: Thank you for the great publication. Read it cover to cover. Everything going well with us. We had a nice motor home trip with our son and his family, five grand children. Got standby tickets to Broadway play *THE PRODUCER*. Most I ever paid for a Broadway play, \$100.00, well worth it. Thanks again for all you do for us. **Harry**

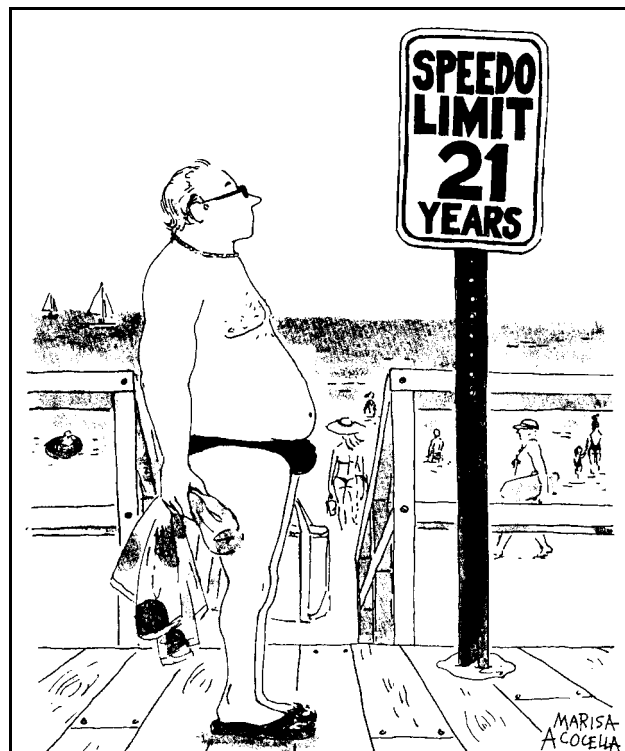
L. JACK ASHFORD, Longmont Colorado -
jjjashford@aol.com (New)

I'll be 69 on June 30th. We recently took a trip to Cape Town, South Africa for the 90th birthday of my wife, Jenni's, Dad. Took the new UA non-stop DEN to Frankfurt in a B777. The seats and service in First Class were great. They fold flat for prone sleeping. Bought ID-95 round trip tickets on Lufthansa (FFT - CPT). With 95% off Business Class was only \$21 more each.

When we checked in to return from Cape Town, the flight was over booked due to a cancellation. The next day did not look good either. So I went across the room to South African Airways. They had a flight leaving in 3 hours for London, so I asked if they would accept my LUF tickets. The agent went to a Supervisor who said it would be okay. I assumed I'd have to pay some difference or ride Coach since SAA only offers ID-90, but they put us in Business and no extra charge. After an 11 hour, but comfortable flight, we spent 3 hours in London and then flew on another B777 through EWR to DEN. We arrived in Denver an hour sooner than our original plan. So - it never hurts to ask! Had a great trip.

Thanks to all who generate the newsletter. It's 1st Class too. **Jack Ashford**

ANNUAL SUMMER REPEAT



RICHARD L. BALDWIN—3206 Shoreview Rd, Triangle, VA 22172

Dear Cleve, Please find enclosed postage check. Just about on time this year. Thank all of you for your continued good work on the *RUPANEWS*. Seven years retired now and it seems more like seven weeks. "Time flies when you're havin' fun". Sally and I manage to keep busy with our volunteer work and various activities with our friends in the northern Virginia area. She has been a volunteer in several capacities at Potomac Hospital for the last thirty years. I have been a member of the local Kiwanis Club since 1994 and a member of the Board of Directors of The Boys and Girls Club of Prince William County, since 1996.

Hi to all my old friends out there! I hope that you are all happy and well. My e-mail address is, baldy59@home.com. I would like to hear from you. Sincerely, **Dick**

ALAN H. BARBOUR—1405 57th St. W, Bradenton, FL 34209 ahbarbour@popasmoke.com
Cleve, Looking forward to tipping a few with some of the guys from the past on the left coast of Florida.

Thanks for keeping the information flowing. Al

DENNY BERG—5551 Warbler Way, La Jolla, CA 92037

Dear Cleve, Once again a big thank you for your work keeping us all informed. I enjoy reading the publication, and look forward to it.

Just coming up on two years away from the "Friendly Skies" and it's been busier than ever. Have totally restored a '48 Ford Woodie from the frame up, including all wood, new engine, suspension, brakes, interior and all sheet metal. At the same time, two weeks prior to retirement, Nancy and I bought an old house in our neighborhood, sold the other, scraped the lot and just finishing the new place. PC's were easier, but with the projects complete, we're ready to pick up the retirement with more fishing, travel and of course the surfing.

Keep up the good work and thanks again.

Denny

Are you up-to-date with your postage?

CORRINNE & JIM BOYER 1150 6th St. So. Naples, Fl. 34102

'57-'92; SFO, MDW, ORD, SFO ORD.

Greetings Jock and fellow Ruparians, Corrinne and I are still kicking here in beautiful S.W. Florida. A bit dry this year so far but imagine the hurricane season will bring us plenty of water, unfortunately the stuff all comes at once.

We're playing lots of tennis. We go to the Nationals in November in the Panhandle for the mixed 5.5 doubles, and Corrinne has had two big wins with her teams: State champs with Super Seniors Ladies 3.0, and she has captained a 3.0 Ladies Adult team to an undefeated season and through the district and now are playing in the regional playoff in Longboat Key in July.

We missed the cruise last fall as we chartered a barge in the South of France for a week. Interesting cruise with many locks and many operators that are less than inept at the helm! If you have ever experienced bumper cars you have some idea what bumper boats are like! Thank heavens all the boats were well-fendered and protected. We stayed in Paris one night each, arriving and departing, with a night in Toulouse and one in Lyon. We use the Eurail Pass which can only be purchased outside of Europe. The trains are excellent, and we think, very good value. We didn't have any trouble getting seats out of ORD- first class going over and business (connoisseur) back to Dulles, and first again to MIA

We haven't made any plans for Las Vegas, as the tennis schedule is taking precedent. If super-jock Corrinne makes it out of Florida it's on to Arizona for the Nationals. And that conflicts with the convention so guess where we're going!

For those of us that have prostate cancer I'm happy to report that my last PSA was 0.3 so the seeds and radiation seem to be the right answer for me. I just past my 4th anniversary and will go out to Seattle for another semi-annual check.

Thanks to all of you who put out the *RUPANEWS*, we truly appreciate your efforts. I sent Cleve my postage check so this completes my annual hood check. Fraternally, **Jim**

**VISIT OUR WEBSITE
WWW.RUPA.ORG**

WILLIAM CAMPBELL Jan 68 - Jul 99 (-29 days) ORD-LGA-ORD-JFK-ORD-JFK-HNL 76637.2427@compuserve.com

Hello Jock: It's 14th of July AGAIN. Check's in snail mail to Cleve. I'm older than I ever thought I'd be; especially after many late nights and early mornings in the old Carriage Inn in Denver. My health is good and I've had no withdrawal symptoms from lack of flying big airplanes. Thanks to all you West Coasters who volunteer their time and efforts to RUPA and this publication. What a great job.

When the asterisk denotes a non-member; does that mean not a member of RUPA or were they scabs?

Bill Campbell

The asterisk merely denotes that the deceased was not a RUPA member. A couple of years ago we decided to list any deceased UAL pilots we heard of as a service to members; they don't get an obit, however. We don't repeat the names of pilots listed in ALPA or UAL publications, for most of our members already get those. Ed

CLIFF CHANEY

Dear Jock:

Each year we have the opportunity to thank all of the people who make the *RUPA NEWS* such a vibrant, readable news link to our past. It is meaningful to hear from people whom you have known, and enjoyed; who have shared in similar experiences like flying through TRWs without radar; Landing on runways with little or no braking. I can recall lots of stuff. How we learned from that, WOW!

Have had chats with *Jack Horrell*, who is doing better, wonderful outlook; *Buddy Joffrion*; who always amazes me. He is so articulate, and improving, that's the good part. *Milo Bacon*, 92 just becomes him. Amazing gentleman.

Dick Stebbins; he and I flew through many an interesting array of incidents. Always was glad to have him aboard. He is recovering from his stroke very well.

Wayne Hughes, with the stalwart support of his *Beverly*, is making great strides toward a complete recovery. What a gutsy individual, doesn't believe in lying down; keeps swinging away at any fast ball that is thrown at him. And some of them have been pretty fast. Have had the chance to talk to

Steve Fusco every few weeks; he keeps me up on the activities in MFR. And the Intrepid Aviators in that area.

Have a few items of interest. Number two grandson is at Shepherd AFB - now a 2nd. Lt. in the AF, and starting flight training today in fact. He was a 727 First Officer in DEN, and has an F16 slot in the Colorado National Guard. Shades of *Win Coomer*.

No two granddaughter is an Ensign in the Navy and is in advanced training on the T1 at Vance AFB and will receive her wings in September. A number of you mature types will remember my son Bill - flew for Flying Tigers, then FedEx. He is now with the FAA and is Asst. POI for Sky West. No. 1 grandson is a Sr. pilot with Sky West flying the RJ.

They all make grandpa very proud of their careers. It is so very hard to believe that in January it will be 60 years ago that I went to work for UAL. How time has passed, and there are still a number of fellows who are away ahead of me in the time of service. We read in the News that they are still with us, and are able to tell us little tidbits that are so important. They made UAL what it is today, and I for one am so very grateful to have been a part of that activity. Thank you guys! Phyllis and I keep active doing our things. She is still fine tuning the house, and I get out of her way, by going to the hanger at the drop of a hat. Instruct, clean, polish, and think about ways to make a good landing.

Thanks to all the folders and stuffers. God Bless.

Cliff and Phyllis Chaney, Check to Cleve.

P.S. Happy birthday Scotty Devine!



DICK COSGRAVE 6508 NE 171st Pl.
Kenmore WA 98028

Jock: Continue to enjoy the bulletin.

I made it to age 80 the other day, in spite of a few medical problems which I won't bore you with, except to say thank goodness for the latest medical treatments and medical insurance!!

Best regards, and thanks for an outstanding job of RUPANEWS editor. **Dick**

TOM COSGROVE 12404 Copenhaver Terrace
Potomac, MD 20854

Last year I sent a note via email and I never saw it published. So, this year, I included my email address but I am reverting to "snail mail."

[Sometimes some of the stuff I receive is undownloadable (is that a word?) and so does not get published. Regrettably, I don't have the time to chase up every errant transmission. Ed]

Outside of a couple of bad knees, I spend most of my spare time playing golf four to five times a week. Last fall, I had my first "hole in one" on a 180-yard shot. This June, I was a volunteer for the Kemper Open golf tournament again. I got to work the 18th hole and verified the score cards of each player. Also in June, the first of my 22 grandkids graduated from high school; she will be off to college in August. I am also looking forward to our annual two-week family vacation to the beach in August.

My phone number for the Directory is (301) 340 2228 and my email address is TECCAPT@AOL.com

Until next year,

Tom

FRANK EGBERT— 23500 Cristo Rey Dr.
#503G, Cupertino, CA 95014

All is well with the Egbert's.

The big event of the year we sold our house in Los Altos, where we had lived for 45 years.

We've moved to *The Forum*, a retirement community in Cupertino, CA. Some of our new neighbors are UAL retirees, Vilva Broeren, Terry Ferris, Marjorie and Park Learned, and Thelma and Sid Nelson.

Ce Ce and I are still traveling. Last year we ate our way through Australia and New Zealand ____ Great Trip! **Frank**

UAL Deep Cost-Cutting

UAL's next move: deep cost-cutting

Corporate HQ is on hold; routes could be pared
July 09, 2001

By Paul Merrion

With its merger plans in flames, United Airlines is plotting a new course focused on steering the airline through an industry recession by cutting costs and reducing losses.

Jettisoning the deal with Virginia-based US Airways Group Inc. will cost United at least \$100 million - a break-up fee of \$50 million plus at least \$50 million in deferred merger expenses reported last quarter, which will now have to be expensed rather than rolled into the cost of the merger.

But the inability to clear antitrust hurdles probably saves the company hundreds of millions of dollars in merger integration costs. The possibility of buying US Airways piecemeal, should that opportunity arise is overshadowed by more immediate concerns.

Last week's slashing of United parent UAL Corp.'s dividend by 84%, to 5 cents a share, has already landed on long-suffering shareholders with a thud. Other cost cuts on the radar screen, according to company sources and knowledgeable observers, include a hiring freeze for pilots and a reduction in jobs through attrition, although no layoffs at the employee-owned company are anticipated for now.

United's clampdown also means that a merger-related hold on the carrier's plans for a new world headquarters at O'Hare International Airport is likely to continue indefinitely - at least until next spring, if the economy improves. "Nobody is picking out carpet samples," says one United insider.

New technology to help passengers, such as self-service kiosks and high-tech information displays, will continue to roll out in Chicago and other United hubs, but secondary airports may not see them for quite awhile.

And some more marginal routes may be cut, both domestically and overseas, as was the New York-Hong Kong service, eliminated recently in the face of stiff competition. As a result, aircraft deliveries could be stretched out or canceled.

PETER GALANT

Hello Jock;
It seems like I submitted my 2000 RUPA letter 3 or 4 months ago. I must have a 200 knot tailwind on my butt that won't subside.
Celebrated our 50th. wedding anniversary a couple months ago. Original plan was a three-week safari in central Africa, truly first class with two weeks in the bush, staying at places like William Holden's, the tree-top etc. Plans had to be cancelled due to illness. Fortunately, I took out trip insurance and the entire 8K was refunded.
Semi-monthly airline dreams continue but a change has taken place over the past seven or eight months. After losing over 50 flight kits over the past decade, eating and drinking in uniform, watching my flights depart the terminal without me, I now continue to fly after age 70. No one seems to notice, not the company, the FAA or the pilot group. I continue to use my #1 seniority to fly the 747-400 anywhere and at anytime. The fear of detection is there throughout the dream. If I'm ever discovered, I hope I wake up immediately, I would not want to go through the hell I did my last two years.
Again my regards to the group who puts out this marvelous newsletter. Check to Cleve.
Until next year, Au revoir.

Pierre.

CHARLES H. GEORGE mycaptain@earthlink.net

Dear Jock: I sure don't know how those *old* guys keep forgetting their own birthdays. I, of course, have not forgotten my birthday, as one might suspect from the fact that this is a month late, I merely decided to send it a month late. It's practically the only more or less free choice I have left these days. My wife decides what I'll eat, my doctor decides what medicines I'll take, the government decides how much of my income I'll spend my way, and my golfing partners decide what score I took on the last hole. They claim that I "forget" a lot of strokes. My kids are plotting to put me in a home. I told my youngest son not to forget that I changed his diapers, and he said to me "yes, and in another 10 years, I'll be changing yours." I hate it when they're right. Well, that's about all that's happening around here I think. **Chuck George**

STAN GREEN

Sorry to be late again but check now in the mail. We just returned from a marvelous small boat cruise from Seattle thru the inland passage to Desolation Sound Misty Fjord, Glacier Bay, Prince William Sound, Denali, Ketchikan to Fairbanks and all in between. 78 pax on first leg, 34 pax from then on and a total of 18 days. Recommend Cruise most highly.
We plan a cross-country train trip in Oct from Vancouver BC to Toronto. Hope there is UAL space back to Portland. Still trying to break the elusive par here in Bend. Thanks for your time and efforts in putting the News together.

Stan Green

JIM GWINN— 9400 East Grand Ave., Greenwood Village, CO 80111

A birthday card congratulating me on attaining my 75th year of maturity triggered a dim memory that my yearly letter and contribution to RUPA were in arrears. Aaah, a memory is a horrible thing to waste.

Still alive and kicking, although the golf game is getting a little tattered around the edges. The new hip installed 17 months ago is performing well with no pain, but the one on the other side (left) is causing me to flinch every time I make a golf swing that is not as smooth as it should be, or sit too long. Now I'm just trying to work in the surgery around my golf games, maybe this Fall or Winter.

We had a scare this April when my wife Tommy complained of chest pains when I made my usual dashes through airports. We both took physicals, which turned out fine, but when we took stress tests - I did fine, but she flunked - Big Time. All went on hold while she had an angiogram that showed a 95% blockage in the frontal artery. She went immediately into angioplasty and had two stents implanted. She is in cardiac rehab now and is feeling much better. She is now reading the labels on food packages and we are both losing weight (I don't need to). We were lucky in that she went in as a well patient and not in the wake of a severe heart attack.

In August, we enjoyed an automobile trip through Wyoming, Montana (Glacier Park) and on to Calgary and Kananaskis for a Senior golf Tourna-

ment. What a beautiful area. Also visited Banff and Lake Louise while there. I was also able to get back to our pilots golf outing at Singing Hills, CA after missing for the first time in 35 years. It was great to get back.

Last November, we took our youngest daughter and her family to Hawaii over Thanksgiving. It was her first return in about 25 years (she was born there while I was in the Navy) and a first for her husband and both of her children. They all enjoyed the weather and all the tourist doings. Tommy's house in San Martin, CA is now vacant because our daughter and her family couldn't stand the two cars a day 80 miles round trip to Silicon Valley. They moved out last Fall and rented a condo near work in Cupertino, and are now enjoying more of a home life. Tommy says the house is our getaway place, but the maintenance required every trip just to keep up with the yard is barely worth it.

June 15 found us in Morgan Hill, GA for my 75th birthday dinner. We had my two brothers and two sisters and their spouses in attendance - we all had a great time. The following day we had a family reunion for the Gwinn clan at the old Machado School (historical landmark) in Morgan Hill, with 85 in attendance. Some of the third generation were seen for the first time, and it was due. I'm now only one from being the oldest in my generation, which is maturing at a rapid rate.

Thanks to all the Staff and volunteers for your great job getting the *RUPANEWS*. **Jim**

LISLE O. HICKS PO Box 30 Loon Lake, WA 99148.

Dear Jock: Nothing very exciting. Busier than I have ever been trying to raise an eight year old and a three year old, compliments of my step son. At my age it is a challenge, but rewarding. Donna and I purchased a house on the lake for our use and also as a rental. Of course we also needed a pontoon boat. The ranch keeps us busy but we are looking forward to a trip to Disney World later this year.

Thanks for your dedication and excellent work. Sincerely, **Lisle**

RESERVATIONS !!!

MONA L. HOWELL—1825 19th Dr, Mukilteo, WA 98275

The past year has been without major problems. Naturally, I'm thankful for that. I had a great trip to Norway last March to visit family. I stayed a month so I could include people I had not seen for sometime.

My sister and I took a two-week cruise on Renaissance Cruises from Venice to Barcelona. We took a land tour nearly every day because we couldn't decide what to give up. Both of us had to come home to rest.

Thank you for doing all the work to keep us informed. We appreciate the effort. Mona
Mrs. **Jay H. Howell**

RONALD J. HUDDLESTON— 5035 Useppa Ct, Punta Gorda, FL 33950

Cleve, I hope you can help me with a small problem. I've talked to Dear Abby about it and she was of no use whatsoever--took the woman side of the argument. The problem concerns the timely remission of my RUPA dues. Stated thusly: My dear wife keeps telling me that my dues are overdue and I keep telling her that they are not due until my birthday and it has been well over a year since I have had one of those. See how tight my logic is? She just keeps losing track of time; and that's not all. Her memory is just terrible: she can no longer remember where I misplace things--poor old thing.

Well anyway--er--forgot why I wrote you, **Ron**
Sorry Cleve - will have to increase Ron's medication. **Gayle**



C. H. "BO" HUMPHREY - 35206 Village 35,
Camarillo, CA 93012

It has been another good year. We took the Amtrak to San Diego and cruised Holland America roundtrip to Acapulco. Also, we took an escorted trip to Washington, D.C. Very informative-conducted by Colette Tours. Bad part is that I came home with pneumonia.

We are still bowling and golfing but the scores still are not improving. We are planning two cruises in the next year - again to Mexico and another Alaska.

Thanks to all for the great newsletter.

Bo and Barbara

HAL B. HUMPHREY—7622 Gray Fox Trail,
Madison, WI 53717 hump@it is.com

Hi, there's not much new on this front. I am enjoying retirement building, flying my scale models and tinkering with my cars. Lately, I finished restoring a 1962 Grand Prix. It's a great runner.

Hal

TRADITIONAL MEDICAL INSURANCE COVERAGE WHILE OUTSIDE THE USA

The following summary highlights the process of receiving medical benefits and filing international claims while traveling outside the United States and applies to U.S. payroll employees, retirees and their eligible dependents enrolled in the *Traditional Medical Plan*.

In the event of an accident or sickness, you may select any licensed physician and/or surgeon anywhere in the world to attend to your medical needs. Emergency air ambulance transportation is also available for transport to the nearest hospital where medically necessary treatment can be provided in a life threatening or severe emergency. When you need health care outside the U.S., follow these simple steps:

- 1) Always carry your Blue Cross/Blue Shield identification card.
- 2) If you need emergency medical care, go to the nearest hospital.
- 3) If you need to locate a doctor or medical facility for non-emergency outpatient services or professional medical treatment, you may contact the BlueCard Worldwide Service Center at 1-800-810-BLUE (2583) or collect at 1-804-673-1177. A medical assistance coordinator, in conjunction

with a registered nurse, will facilitate hospitalization if necessary or make an appointment with a doctor. The BlueCard Worldwide Service Center is available 24 hours a day, seven days a week.

4) Although precertification is not required for inpatient hospital services outside of the U.S., it is required to pre-notify the BlueCard Worldwide Service Center by calling 1-800-810-2583 or collect at 1-804-673-1177 to obtain inpatient "cashless" service.

Claim Filing and Payment Information

· Inpatient Hospital Care:

For inpatient care at a Blue Card Worldwide hospital that was arranged through the BlueCard Worldwide Service Center by calling 1-800-810-BLUE (2583) or collect at 1-804-673-1177, you obtain "cashless" service and only pay the provider the usual out-of-pocket expenses (non-covered services, deductibles, co-payments or co-insurance). The provider files the claim for you. Please note that if you receive inpatient hospital care from a non-BlueCard Worldwide hospital or do not arrange inpatient hospital care through the BlueCard Worldwide Service Center, you may have to pay the hospital at the time you receive medical treatment and submit a claim for reimbursement.

· Outpatient and Professional Medical Office Visits: For all outpatient and professional medical care, you pay the provider in full at the time you receive medical care and are responsible for submitting a claim for reimbursement.

· Submitting a Claim: To submit a claim, complete an International Claim Form (available by calling the number on the back of your card or by downloading it from www.bcbsil.com/united) and send it to the BlueCard Worldwide Service Center at P.O. Box 90320, Richmond, VA 23230, USA. If you have any questions, you may contact Blue Cross/Blue Shield Customer Service at 1-800-535-9825 (phone number is on the back of your insurance card) or United's Benefits Service Center at 1-800-482-5236 (or via FLT-LINE, option 7).

**Did you know that the last two years of
the RUPANEWS are available on the
RUPA Web Site, www.rupa.org?**

RICHARD L. JACOBSON—27 Mott Dr,
Alamo, CA 94507

Hi, Cleve, Jock, and Gang, Enclosed is the annual postage check. Not too much new this year. I'm still playing tennis. As a matter of fact my team won the Northern California Super Senior (over 65) Championship last fall. But I'll be taking some time off this summer for arthroscopic knee surgery-- I may be just 67 but my knees are about 90.

I was glad to see that UAL finally saw the light and decided to call off the US Airways merger. It didn't seem like it was that good a deal in the first place, now with the economic downturn the timing would have been especially poor.

I really enjoy reading the *RUPANEWS* and thanks so much for all your work.

Best wishes, **Dick**

NORMAN B. JOHNSON, 3115 Squalicum
Pwy., Apt .342, Bellingham, WA 98225

Dear Jock; Check to Cleve under separate cover. Since I haven't written a letter for so long it seems that I had better get busy. There are a couple of items that needed comments.

For example, I recently received a Bulletin from the Air Museum at Boeing Field stating that there only two living pilots who flew the B-247. It was rather a shock to think that there is only one beside me ? I can think of several, such as Otis Kline, who I believe retired to Scottsdale, Aril. I believe that Otis would be tile most experienced. Having flown the 247 from 1933 until the summer of 1937, when he checked out in the DC-3. Otis would have over 3000 hours in the B-247. Then there would be Dick Cooley and the well known Ralph Johnson who was United's senior test pilot of many years. I think that Ralph flew as copilot before he went to Cheyenne as a test pilot. (They didn't call us First Officers and Captains until the DC-3's carne along.)

Also, it was stated that there was a long vertical bar between the copilot's seat and the bulkhead that the copilot would use to put the gear up and down: The 247 had a very good electric motor which was used to put the gear up and down. The only time the bar was used was a pump or two to break the gear loose so that the motor wouldn't labor or blow a fuse. I do not remember anyone having landing gear trouble. The DC-2's that

TWA operated were a different story. The co pilot did have to pump that gear up and down. The other item that should receive some comments is the one that was in the *UNITED TIMES* regarding the DST Sleeper planes. A so-called old time passenger was interviewed and stated that "the canvas cots were very uncomfortable and that you had to be careful not to disturb your neighbor. [missing portion. Ed.]

arid the beds were very comfortable full size single beds. I flew the "sleepers" and deadheaded a few times, arid there was no way a passenger could bother another. The DST also had a double seat forward on the right side that could seat two sit-up passengers for a total of fourteen. However, the Sleepers did not pay-off too well arid were later converted to twenty one seats as DC-3's. There were seven of us hired iii Oakland in Dec. '36 a who flew on the Salt Lake run: Si Richards, Claire Peterson, Dick Kite (retired to the Army Air Corps arid retired as Brig. General). The others were Norm Timper, Vern McDermott, Ross Kinkle and myself. Sorry to say that I am the only survivor of that group.

Thank you for all of the effort you put in for this publication.

Regards

Norm Johnson

MIKE KAUFMANN, mpkpaa@cruzio.com
Hi Jock, The mail money is off to Cleve. My, how quickly these birthdays roll by! 65 this year, so I get to dig in to the Medicare Fund while it lasts.

I don't like funerals much, but I wish they could all be like Rich Randle's. His wife Georgia put together a thoughtful, friendly, and aeronautical experience. First came a T-34 that made several passes over their home in Bonny Doon. Then it made a pass dropping his ashes on their property. Then a plane pulling a banner, "Farewell Freckles," Georgia's name for Rich. Then two passes by a pair of P-51s in close formation, one slow and one fast. A lovely day, and a very large turnout.

I was in Los Angeles recently and went by the *Proud Bird* restaurant there near the airport. I saw all these planes on static display and so went back. What a collection! Inside the walls are covered

with photos of all the significant pilots of the last century. If you're ever there at the airport, go see it. Food's not bad, either! Aviation Boulevard.

Mike Kaufmann, retired '98

PHIL KLETT— 1460 Schooner St, Foster City, CA 94404

From time to time, some RUPA member has unfortunately reported that he has contracted Prostate Cancer. They say that 40 million men pick up this problem every year, and many who go without treatment, die.

Well, I didn't want to be in that last group, so when it was discovered I had Prostate Cancer in 1998. I took five weeks of daily external radiation at UCSF, followed by two days in the hospital, for internal radiation, My PSA dropped from 14.0 to 0.3. and, I thought, "Thank God, I beat it!" But, oh NO, three years later, it is back again, with a rapid rise in PSA from 0.3 to 7.7.

So, now it is back to bone scans, and hormonal Lupron injections.

At my age of 82, remaining options, such as surgery and further radiation are probably no longer available. So, I hope the injections will hold off any further cancer spreading.

42 years with UAL, working with a bunch of great flight Operations personnel was a great pleasure and blessing.

I still have my Property Management Company, associated with RE/MAX Real Estate Co. and that keeps me interested and busy daily. And helps a little with my UAL pension.

Thanks for all your high-paying RUPA work!!, The rest of us, are so fortunate to have you volunteer chaps around.

Phil Retired AOM from SFODD



DAVE LINSLEY 8 Horseshoe Trail
Barnardsville, NC 2870 828-626-3074
david767@aol.com

Check's in the mail - fourth installment already. Where does the time go?

Moved last year from sunny, expensive, buggy Florida, to the wooded mountains of western North Carolina, much less expensive, no bugs, and folks still "chat" in the stores with strangers like me, called "halfbacks." Moved from the north to FL and halfway back.

Thanks for all the hard work to keep RUPA going.

Dave Linsley

W. (BUD) LUNDE— 3133 Tokay Ct. Pleasanton, CA. 94566

Hi Cleve, Almost missed sending my postage check in. In the past I have simply sent a check, but I think you at *RUPANEWS* and my fellow air-men deserve more.

I want to thank all of you for your professional efforts in publishing the *RUPANEWS!* The News and RUPA provides a valuable and enjoyable link to many things that mean a lot to me.

I retired in 1997. The 747-100 was my retirement aircraft. No doubt all pilot retirees get the same question from the "civilian" population, "do you miss the flying?" If I had stayed on the 757, I would have to answer that I miss flying that aircraft. As it stands, I find that the part I do miss is the people that I worked with, namely the pilots. Since 1997, I have struggled with prostate cancer. After a radical prostatectomy in early 1997, I thought it was OK, until PSA started rising in early 2000. Since then I have had radiation, but PSA continues to rise. I will continue to work with whatever resources I feel are valid.

I feel healthy and I have a wonderful beautiful wife, Louise, who makes the good times outstanding and the less than good times a footnote in history. Four grandsons also keep a smile on my face.

I must mention how appreciative we are for the wonderful retirement party that ALPA sponsored. It was such a moving experience and done with such class. The retirement plaque is admired by visitors to our home, and is a great source of pride to me!

Thanks to all of you! **Bud** budis@earthlink.net

DAVE MACKIE mdcmackie@aol.com

Dear Jock: Another year has sped by, and the velocity sure doesn't seem to slow down much. But we are both doing fairly well, and still enjoying the beautiful Monterey area.

Looking back on the past year....it was just over a year ago that I went on a venture to Israel and Egypt. While in Israel I toured extensively through Samaria, including Ramallah, Nablus and Jenin in the West Bank. In light of what has been going on there since last September, I am certainly glad to have traveled when I did. An interesting sidelight was a trip up Mt. Gerizim, outside of Nablus, where some 600 Samaritans (as in the New Testament story of the Good Samaritan) still live. They are a small dissident Jewish sect that trace their forebears back 160 generations (4,000 years) and still practice strict observance of the Pentateuch, including ritual animal sacrifice. They have an interesting museum where they give talks about their heritage. It is discouraging to see all the fighting that has taken place in that region over the years, and peace seems to be ever more elusive.

After Israel it was on to Cairo for several days, and a trip down to Luxor, Karnak and the Valley of the Kings.

In August we spent three weeks in Maui, where our son Kirk and family joined us for 10 days. Grandkids are great fun to take to the beach! Made the RUPA cruise to Mexico last Nov. What a delightful venue to meet old friends and flying buddies. Some Tropical storm, forget the name, precluded us from going on to Acapulco, but it still was a good cruise and well worth the time and money. We spent a week in Los Angeles with sons and family there, then a few days in San Diego prior to the trip.

We returned to Maui (kind of like that place) this May with Mary Lou's cousin and husband. Next month we plan to leave for London for a week, then board the *Seabourn Sun* out of Dover for a two-week cruise of the Baltic Sea. Ports of call include Copenhagen, Stockholm, Tallinn (Estonia), Helsinki and a three-day stay in St. Petersburg.

There still remain too many things to do, too many books to read and too many places to go and not enough time to do it all. But we are

blessed and life is good!

A deep gratitude to you and all the others who keep this thing going!

Best regards to all.

Dave Mackie

RICK DUBINSKY

By Ted Reed

Last summer, confrontational pilot leader Rick Dubinsky rejoined the airline industry's labor wars.

Months after being re-elected chairman of the United Airlines chapter of the Air Line Pilots Association, after an eight-year interlude, Dubinsky presided over a job action by United's 10,000 pilots. Unhappy with contract negotiations, they refused to work overtime.

The tactic helped the pilots get the best contract in the airline industry, but contributed to delays and cancellations for tens of thousands of passengers, ratcheting up public hostility toward airlines and pilots.

Dubinsky seemed to relish the battle, which enhanced his status as one of the country's best-known pilots and most powerful labor leaders. Now, his influence may be extended even further by a proposed merger between United and US Airways. [*Temporarily (?) abandoned at press time. Ed*]

While the merger seems unlikely to win regulatory approval by an Aug. 1 termination date, the airlines are expected to try to restructure it later at a lower price.

The merger would combine the country's second- and sixth-largest carriers into the world's largest. And it would fold US Airways' pilots into a more unified, more powerful union group.

If it happens, Dubinsky's first conflict could be with US Airways' 6,000 pilots. He worries the deal could bring more US Airways pilots than needed, potentially displacing some United pilots who have less seniority. "United Airlines is not a home for unemployed pilots," he said.

Chris Beebe, chairman of the US Airways ALPA chapter, called Dubinsky "professional and knowledgeable" and said the two are working amicably toward an integration of the two pilot groups, should a merger occur.

Dubinsky has long been involved in conflicts with US Airways Chairman Stephen Wolf, who was

United's chairman and CEO from 1987 to 1994. Dubinsky's first three terms as union chairman lasted from 1985 to 1991.

Brief periods of cooperation between the two were overshadowed by months of conflict, most of it regarding pilot efforts to buy the company.

In 1989, United pilots refused to fly two new Boeing 747s before new pay rates were negotiated, forcing Wolf to park the planes for two months.

"It was Wolf's first test," said Dubinsky, in an interview. It resulted in new benefits of \$40 million to \$50 million for pilots in the first year, he said. Dubinsky said he has mixed feelings toward Wolf, calling him "a one-trick pony" because he has "fixed up" and then sold the three previous airlines he has run.

"I respect him for his rationality, and for his uncanny ability to pull off the same scenario at three airlines, and now at a fourth: taking distressed properties, fixing them up, and selling them," Dubinsky said.

"Also, Wolf has always kept his word to me. I never had him renege on a deal, and I give him credit because he secured a good number of Pan Am routes and he built up a big part of United.

"But he's a bully, and he tried to take advantage of us. It's only because we were well organized that he had to deal with us as equals," Dubinsky said.

Wolf, who would leave US Airways after a merger, declined to be interviewed for this story. He has said previously that he initially declined to back the sale of United to pilots because he didn't want the airline to take on too much debt.

He expanded the airline's international system, launched the first Boeing 777, and improved pilot career prospects, he said, then backed a no-debt pilot buyout. Employees bought 55 percent of United in 1994, with pilots buying 25 percent. Dubinsky has also had some choice words to describe the other United chairmen he has encountered.

He said former United Chairman Richard Ferris "waged an irrational jihad against pilots." Ex-Chairman Gerald Greenwald "didn't do anything for five years." And current Chairman Jim Goodwin is "a nice guy who doesn't seem able to get the job done."

Dubinsky, 58, a butcher's son who earns about \$300 an hour flying a Boeing 747 across the Pa-

cific, said he's not concerned about what people think of airline pilots.

"I'm tired of their whining about what we earn," he said. "The moment they get on a plane and the engine catches fire, I'm suddenly worth every penny."

Dubinsky, a United pilot since 1965, had an early encounter with ALPA in 1970, when the union supported him in a fight with United about the length of his hair. He became active in union activities in the 1970s.

He led the 29-day pilots' strike in 1985 and acquired the widely used nickname "Mad Dog Dubinsky" because, he said, "management wanted to convince pilots that I was rabid."

A longtime pilot who asked not to be named said United pilots bring in Dubinsky when they want to provoke a confrontation, but don't want him to lead them the rest of the time, noting: "He's perceived as a radical, a bomb-thrower."

Dubinsky said the pilot-management relationship is one of constant conflict: "Pilots are wishful thinkers, believing that management loves them, and that there are periods of peace and war with the company. But the reality is, nothing changes. It's the same, all the time."

Yet despite the harsh approach, people close to Dubinsky insist he's not what he appears to be. "The Mad Dog image is a wonderful fiction that Rick himself enjoys perpetuating and finds very useful," said Chuck Goldstein, a Dubinsky friend for 30 years and longtime ALPA attorney and consultant. "People are cautious when they're around mad dogs."

Added Lisa Schiff, the opera singer and voice teacher whom he married in 1999, "People see this one side: mad dog, very aggressive. But he has a whole other side, a humanistic side."

Dubinsky, divorced from his second wife, a flight attendant, met Schiff when she gave voice lessons to his daughter in Cleveland. "He said on his first date that he would marry me," she said.

Now, the two often travel together, and seem absorbed by one another.

Schiff said she has softened some of Dubinsky's hard edges. "He responds on an emotional level better than he used to," she said.

Said Goldstein: "It's amazing when he talks about her singing. He never said one word to me before

about a popular song, much less an operatic aria." Goldstein said Dubinsky's tendency to be practical rather than vengeful was shaped by the death of his first wife after the birth of their first child in a St. Louis hospital in 1972. When she suffered a cardiac arrest, the hospital didn't resuscitate her quickly enough, Goldstein said.

Offered a settlement, Dubinsky spent months in thought before deciding to accept it and allow the hospital, the physician, and anesthesiologist to escape the public attention of a trial.

"The experience helped him to make decisions in situations where there is the inevitable tension between big issues of principle and very practical aspects," Goldstein said. "He is somebody who has learned there is a proper time to be pragmatic, and a proper time to be principled."

The Charlotte Observer 6/21/01

HERB AND RUTHANN MARKS

3500 S. W. 325th Street, Federal Way, WA
98023-2676 - hmarks7485@aol.com

Approaching 14 years since I last set the parking brake. Time flies faster each year, but very glad to see each new one arrive. Still have the occasional flying dreams, but still waiting for the crew man to call to see if I can fill in for somebody. I don't recall that being a problem when I was flying.

Sad to hear of Charlie Carson's passing. He was a very controversial pilot but none more dedicated to the occupation. One thing for certain: he never let an FAA controller fly his airplane. Charlie attended our recent Coed Luncheon here in Seattle in May, although it must have taken Herculean effort for him to be there, and I was pleased to be able to sit and chat with him a few minutes.

The Synvisk shots to the knees have been marginally beneficial. They're better but not 100%. However, any improvement is appreciated. Most likely will have to have replacements at some point in the future.

Golf game is bad, but it has improved from horrible. Golf quote: "Golf is a funny game. One day you go out and shank everything, hit out of bounds, go in every sand trap and miss every green. Then the next day you go out and your game really stinks."

A speedy recovery for our esteemed editor, Jock Savage, but the reserve crew did a good job filling

in. Check is in the mail.

Regards,

Herb

GEORGE D. MCCULLOUGH-17662 Division Ave., Suquamish, WA 98392,
geomac@sprintmail.com

Entering my ninth year of retirement and enjoying it greatly. I stay involved in amateur astronomy, and tutor mathematics at the local high school. I look forward to the *RUPANEWS* and the local RUPA events.

Thanks to all who make it possible.

George

Apologies for this not appearing in the notices section, but I misfiled it, and at this stage of lay-out, am too tired to rebuild the magazine. Ed

McHenry Co. branch of Chicago RUPA

A nice summer group of 65 met at the *Warsaw Inn* in McHenry IL. on the 10th of July. Even through two of the main organizers of this event (Joe Carnes and Rob McCutchen) were en route for a fishing trip to Oregon, the rest of us held down the fort. Tom Wedel and Bob Kelly provided check-in assistance and the *Warsaw Inn* provided the typical fine food.

Milt Jensen was not present, so Bernie Sterner and Paul Wember filled in with a couple of jokes.

Next meeting in Aug. at Itasca and Oct. 9th again at the *Warsaw Inn*.

Any one that would like to get notices of our lunches please send e-mail to
buddyclaude@voyager.net or call 815 459 5314.

Attendee list: Don & Katie Gregg, Bob Mannion, Phil & Phyllis Capuzelo, Roger Thibodeau, Tom Workinger, John Thomas, Nick Damalas, Mike Hepperlen, Leroy & Eva Bair, Norm & Sandie Clemetsen, Duane Bucksath, Bill Irwin, Dick Murdock, Bruce Green, Jim Young, Roger Ehm, Tom McClellan, Willie & Lois Andersen, Burt Olson, Gene Conrad, Doc Manny, Bill Silvester, Jan Gawenda, Glynn Bradley, Lyman Walter, H.E. Arnold, Ben Ulrich, Tom Franklin, Pete Kidera, Paul & Linda Wember, Bob & Carloyn Kelly, Dale & Pam Dopkins, Tom Wedel, Claude Nickell, Sidney Tiemann

Don and Joan Anderson, Bernie & Rachel Sterner
Jim & Mary Cook, Ken & Muriel Bergsma
Marjorie & Howard Nelson, John R. Wade
Bob Helffernich, George Mathes, Ralph Mikulich
Dale & Glenys Bird, Tom Fasiang.

HOWARD MORGAN

Howdy, Well, I'm a little behind but if I didn't say something about it, who would know!

Last year was good. The big news, I'd have to say, is about the kids. My daughter, Jamie, graduated with honors from West Georgia State College. She called me earlier this year to tell me that she had made the Dean's list. I told her that I too had made the Dean's list. The only difference being that she was on the top list. She now will be working in special education.

My son, Butch, is a senior at U. of North Dakota and is a flight instructor for the school. He has high hopes of getting a job at UAL. UND is a very fine school for aviation. I attended a course there recently in high altitude physiology and learned a lot!

As for me, I am still flying the Pilatus PC-12 for fun and profit. I'm working for two companies so get a lot of flying. The pay is not so great comparatively but the layovers are a lot better! This past year highlights go like this: Sun Valley, ID, where we attended a *private* ice show featuring some extremely talented Russians...Richmond, Va. where we were taken on a personal tour of the *USS Teddy Roosevelt* [nuclear carrier]... Jackson Hole, Wy. where we did a snowmobile adventure...Aberdeen, Sd. for a first class Pheasant hunt... Monterey Ca. for the World Superbike motorcycle races. [we took two race bikes out in the airplane!] and we just returned from a week long trip to Roatan Honduras where we laid around in the sun and went Scuba diving. [this is a fantastic place if you are into diving and Dolphins] . I was fortunate to be able to take my old friend Capt. Howard Reid along on a trip to LGB to deliver a PC-12 . The customer then flew us over to PSP for lunch [the ultimate \$100 hamburger] [got first class on a 777 home]

The state of Wisconsin just bought 3 new PC-12s so my next adventure is to go to WI and fly with the crews.[they'll be single pilot crews].

Here at home we're working hard to get the 185 back together by next April. I couldn't help doing

a partial glass cockpit in it. We finished the Triumph TR 6C that has been in the works for some time and won first in the division at the big spring MC show! Patti's still flyin', still ridin' motorcycles and still my bud. We moved to Longmont Co. and you can usually find us around the Longmont apt. Hangar 33H. Howard Morgan 1932 Amethyst Drive Longmont Co.
pattibruder@cs.com Till next yr bye **Howie**

CHICK AND MAURITA MORRILL, Clover, SC

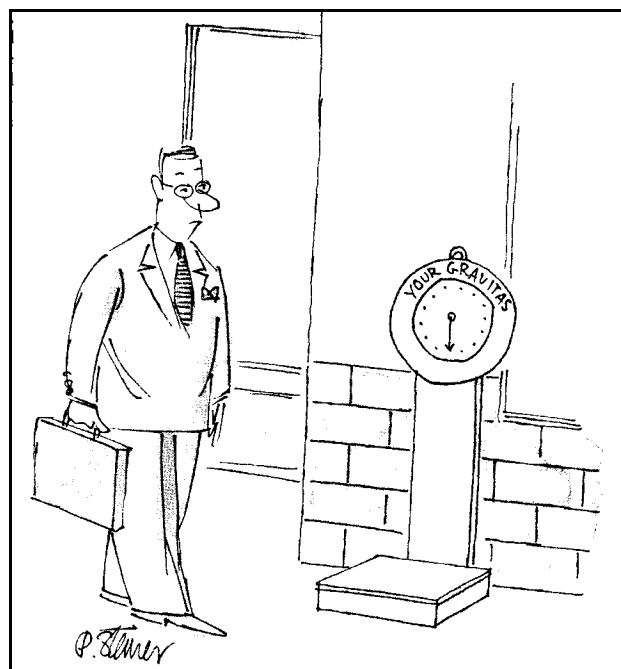
As usual, another year has flown by and I'm late with this letter.

We have spent the year doing a bit of traveling and a lot of building. Gave our daughter Jeanine and her husband 12 acres of the farm and helped build their 3700 sq ft house. There was an issue of speed in value as they were living with us with their three babies 3, 2, and 10 months, Jack Russell Terrier and a parrot. All went well and now they are settled.

We've been to Kalispell Montana with the oldest Grandkids and their parents to a really neat dude ranch.

Leave next week with the next bunch for Alaska on the Radisson ship, *Mariner*, should be fun. So far so good health wise - except the usual old age aches and pains. We enjoy the *RUPANEWS* and appreciate everyone who works so hard to put it together

Chick



PAUL (WHITEY) MYERS— 1056 Elsbree Ln, Windsor, CA 95492

Hi Cleve: Hard to believe I've been retired almost 2 years. I'm several months late getting a letter (and check) off to you. Cheryl and I have had a lot going on over the past few months, which put many things on hold.

We had planned to go on the RUPA cruise last November. Two days before heading to San Diego, we learned of the death of Cheryl's 25 year old son (my stepson) in Honolulu. Six weeks later Cheryl had emergency surgery, with a 10-day hospital stay, getting home on Christmas Eve. In the mean time, I found I had a cyst on my spinal cord, which was beginning to shut things down in my legs. Went through a bout with kidney stones at the same time. I had spinal surgery on June 4th, which was very successful, and I am recovering extremely well. Things are actually starting to get back to normal.

We had planned to cruise to Alaska this summer aboard our boat (and second home) moored in Bellingham, WA, but my surgery postponed this until 2002. We hope to be back to the boat in early August for a couple months of cruising. We see Linda and Bob Tannons fairly regularly when in Bellingham.

Many thanks to you and all other RUPA members who put out the newsletter and plan all the activities, etc. It is much appreciated. **Whitey**

PS. We are in the phone books for Bellingham and Windsor.

FRANK NAGY— 8400 Seymour Rd, Gaines, MI 48436

Dear Jock and Cleve: Everybody's always late with the postage Bucks...seems to be the norm. My donation is enclosed. Thanks for all your work.

I owe the newsletter a few lines, but when I press the 'RECALL BUTTON' I can't seem to come up with very much in the line of interesting memories, but I'll try.

I'm sure most of us remember trips (before radar) operating near or through some pretty ferocious weather, as 'routine'. Then ,after we got radar, this type of trip was still routine, but now the elbowroom from the real wooly stuff had increased somewhat, without the least bit of prompting from ATC or anyone else. Remember how a '500-on-

TOP' clearance. gave you room to avoid the nasty areas of weather, but sometimes led you to stray from your route a little farther or higher than you had intended?

Well, this one stormy night everyone was dodging thunderstorms, and anyone within listening distance couldn't help but get a chuckle out of one exchange between company radio and one of our DC-3s. It seems the '3' had been picking his way around weather between MDW and GRR and the elapsed time prompted the Company radio operator at the GRR station to ask him for a position report, which he gave. She (GRR) accepted his report in the usual routine way, and then however, realizing that he was practically over the station and should be landing in a very short time, there was something in his report that didn't sound quite right to her. She called him back... "What did you say your altitude was?" The reply, "Ten thousand five hundred, better than 500 feet on top". Pause, a moment of silence, then GRR in a loud clear voice... "That's what I thought you said! ...What are you doing WAY UP THERE?" Again a prompt reply in a calm cool voice (with a thick Spanish accent), "Oh, 'bout eighty-five knots". The completion of the flight was a few minutes late but otherwise uneventful.

Thanks again to all of you for your work in the publication of the newsletter. (You guys are GOOD!). I enjoy reading it, even though most who write are now in the "Who was that" category. It's hard to believe it's the same Airline.

Frank 1951—1983

DENNEY NAROG—26006 9th Ave. Court, East, Spanaway, WA 98387

Dear Cleve, Enclosed is my annual postage fee and some extra for the 'folders-and stuffers' refreshments.

All is well in our part of the world as Medicare Coverage time approaches. I must be having a lot of fun, because the five years since retirement has definitely flown by. I'm pleased to report that medical benefits paid to my wife, Kim, and to me have been minimal since retirement. Now that I'll have to start paying for supplemental medical coverage and Medicare I'm hoping to make future reports that my premium payments far exceed the benefits derived from either plan.

We added another great-grandchild to the family

tree this year. Obviously, I use the term “we” loosely, because we didn’t have much to do with it. In fact, I’m not certain I remember what exactly to do with it. But that’s another story. The main thing is I remembered the dues, and I think it’s even early.

Hope all’s well with the rest of the gang out there.

Denny

ROGER & ANN NELSON rdn@granbury.com

Dear Cleve, Just one month late on the dues. This retirement is GREAT. Ann is still flying out of ORD and after 34 yrs is finally talking about retirement. I have been busy with the normal things, fishing trips, golf, and motor home trips. Of course we have the grandkids in the Chicago area that take up a lot of time. Will miss the Las Vegas convention this year, as 20 of us will be in Cabo trying to catch some Marlin.

Thanks to all who work so hard at putting out this publication. **Roger & Ann**

ARVID VON NORDENFLYCHT

arvidvn@yahoo.com

Hi Jock,

I took your request to heart, this epistle comes without formatting etc. But it is meant to rhyme. So you may have to do some re-organizing of the lines.

Thanks, **Arvi**

From all the stories I read in our RUPA rag,
Pleased to receive it, don’t mind my tag,
Seems the first year of leisure is adjustment time,
Yes, a year ago was the last flight when I earned a dime

But if I retired, its not evident in so many ways
It’s just one trip per month these days
And I pick the days that I want to be going.
The choices of places is mostly my showing.

Not a bad schedule, I must say
Too bad our schedule committee
couldn’t build it that way.

Planes, trains,automobiles
and some ships as well
Have kept my interest quite varied,
as you might tell,

Hosting in January a dinner
For many friends we know
The LAXFO retirement,
theme history of United,
Made quite a show.

For this coming year,
The resolution we should aim for
Is attending RUPA lunches
and let our laughter roar.

NORDY & RUTH NORDHAGEN 2 La Vista
Verde Dr. Rancho Palos Verdes, CA 90275-6345

Here it is the month of June, birth month, time to check in, number 27. Not too much to report for the past year. We did not do any foreign traveling or cruising. We can't complain. We have been very fortunate to have been able to travel in the past, traveling and visiting about 11 foreign countries and doing 37 cruises. We did make a short trip to DEN to visit our granddaughter and family and the new great-granddaughter.

March was a bad month. Ruth my bride of 63 years, suffered another stroke. She spent a week in the hospital and another three weeks in rehab. Home now and doing fairly well. Will celebrate our 64th next month.

Best wishes to all and thanks for the great newsletter.

Nordy



JIM NUGENT— 200 Scotch Pine Circle, Reno, NV 89511

Hi Cleve, Another year gone by already and the check's in the mail. Last year Norma and I set a pretty hectic pace with two reunions, a cruise and numerous other trips.

This year we have pledged to stay closer to home and watch our flowers grow. We bought a second home last year near the grand kids in Discovery Bay CA so grandma can spend more quality time with them. You know the old saying, "if mama ain't happy, ain't nobody happy".

Fortunately, we sold a bunch of stock to do that right before the market started to crash. Luck over skill any time. We spent the three winter months on Maui this year which was about two months too many. Next year we won't do that.

I am still privileged to be flying for *Orbis*. It is a real joy to be associated with that outstanding medical team. They let me into the operating room in San Jose, Costa Rica to watch a surgery on a little girl who was about to lose her sight.

What an experience! It is fascinating flying.

Besides Costa Rica, in the last year I've been to Beijing, Uzbekistan and Trinidad. Next month it will be Outer Mongolia.

Retirement continues to be the greatest thing since you know what. Work was really getting in the way about the time I retired.

Best wishes to all. **Jim**

KENNETH E. (KEN) PARK – 1700 SE 12th Court, Fort Lauderdale FL 33316
kepark@earthuink.net

Cleve, Sorry this is a little late but we were sailing in the Bahamas over my birthday. We flew home for a few days and now are flying back for another month in paradise. I have traded my 500kt. machine (747-400) for a 5kt machine (Manta 40 catamaran, sailboat). Everything is pretty much the same except the distance to destination and altitude. The best thing about a sailboat is that you rarely go through a time zone change, and never more than one in a day. Trying to go around a thunderstorm or hurricane tends to be a bit more challenging.

Roberta & I are both retired from UAL now and loving it. I hope everyone else is having as much fun as we are. **Ken**

SEEKING INFORMATION

The following letter was forwarded to us from Clipped Wings. Anyone with information should contact Ms. Sandborn direct. Ed

I'm not a retired flight attendant, but looking for those who may have known my father. He was based in SFO 1946-1951. Looking at your listing, I don't know whether to look into your organization in Palo Alto, Oakland, San Jose, or the Redwood Empire (where I live). I know this may not even be considered, but I am trying to connect somehow with retired UAL personnel who may have known him. He was killed with all aboard in 1951 near Ft. Collins, CO. I was too young to know him, and so I was hoping I could meet someone who knew him and could tell me anything they remember about him. His name was "**Pat**" **August Paul Petrovich**. He started ground crew in SFO after leaving the Army Air Corps in the Aleutians after WWII and worked into the flight engineer position on DC-6 Mainliners.

Any direction you could give me on this search would be appreciated.

Thank you, Nancy Sandborn at sandborns@aol.com

DAVID M. PETTEYS 10124 Sumac Run, Littleton, CO 80125

Dear Cleve: Sorry about the late renewal Currently swamped in a Microsoft Certification program. Should have the MCSE in Windows 2000 by September. One can be paid to run a server as well as fly airplanes. And they don't throw you out the door when the clock ticks 60!

After I start working, I plan to continue to work on the Master's in Computer Science. Still living by the creed "If you can't be good looking and senior, you gotta be smart!" **Dave**

JOHN & JOANN PINTER— 5442 Willow Ln, Vermilion, OH 44089

Dear Cleve, Here it is June again and two big events are occurring. Of course one is the renewal of my *RUPANEWS* and my check is enclosed. The other — time to collect Social Security. I'm not complaining mind ya but it just seems I'm too young. My 90-year-old mother says it makes her feel old to have her son collecting Social Security. It's the same lament that all the other retirees

recite, "Where oh where has the time gone." The older I get the faster it passes. There have been days when I go to bed and it feels like I just got up.

Of course it's better than the alternative isn't it? At least my days are full and busy.

We had a great trip to Kona, Scuba Diving. There were six of us and the least experienced diver was my wife who is certified as an Advanced Open Water Diver. The others were Instructors, a Dive Master (me) and a Master Diver. We chartered the whole dive boat for five days and went everywhere. Since we were so experienced, the guide dove with us instead of leading us around the dive sites. We even went to areas that were not listed sites but looked promising. We were rewarded with some great finds in shells; some were even gem quality and great to display as knick-knacks in our house. Perhaps the best part was that we were able to stay down as long as the air lasted. The boat would follow us, and as a diver would get low on air he would surface as we watched from 50 feet below, and when the boat picked him up we would continue. At one point, I was down for 1 hour and 15 minutes. The highlight was when we happened on a school of porpoises and I dove in from the boat and swam with them in the open ocean.

We have not done as much traveling as we would have liked because of my mother, and since I'm so busy at the Yacht Club. I am the Rear Commodore (no jokes now) and responsible for about 14 social functions. On top of that, I'm putting on a pig roast for our area and having the August RUPA North Coasters meeting at our beach for a beach party. I'm also Chairman of the Grounds Committee and we did a major replacement of our docks this past winter that I was in charge of. Next year, when I am Vice Commodore, I am only responsible for the yearbook [*What about the vice? Ed.*] so I'll have more time to travel. We still managed to get to Florida for a few weddings, Hilton Head for some golf and of course our condo in Chicago.

Thanks for all the great work you and the other volunteers do in getting the RUPANEWS out. I look forward to reading it each month.

Until next year.

John

NORTON PLADSEN—15627 Orchard Ave., Caldwell, ID 83607

Hello RUPA, Postage check enclosed. I hope it is less late than last year. It would be good if I was improving. People who were exposed to second hand cigarette smoke from me will not be surprised that fitly eight years of smoking caught up with me in April. I had a painless suffocating heart attack. An angioplasty done and I'm feeling fine now. Fellow former Pan Ams may enjoy Vein Kennedy's web site:

"<http://www.geocities.com/vmken/>" Employee list, obits, history etc.

I will make a correction to my last year's note. I meant to say, we really enjoy and appreciate our travel benefits. NORT(SIGNATURE) It was published as we enjoy our travel benefits, Not. [*Oops! Ed.*]

Nort

MERLE E. POOL – 352 Santa Elena Rd, Palm Springs, CA 92262

Birth month again, the 29th will be #79 for me. I still think like a school kid, but the body thinks a little different and keeps telling me, "You can't do that any more." I find that the body's thinking is usually right. I'll be taking my annual physical in a few days, and if the doctor doesn't find anything drastic I should be writing a few more of these letters.

Check for another year enclosed. **Merle**

R.M. "BOB " PURYEAR P.O. Box 347 Trinity Center, CA 96091-0347

That time of year has rolled around again. This time, though, it is somewhat special in that it has been twenty years since I last set the brakes on that 747. That moves me into the *octogenarian class* I have been told that after you reach eighty you can do or say the goofiest things; if anyone raises their eyebrows, all you have to do is tell them your age and they immediately understand - all is forgiven

We both remain in excellent health. I am thankful that we heard of Pritikin's *Live Longer Now* back in the seventies. After reading it, we decided that our usual breakfast of fried eggs, sausage and coffee cake might not be what he had in mind. Now it is stewed prunes, fresh fruit and a homemade bran muffin!

Then along came Air Force Dr. Cooper's *Aerobics* and *The New Aerobics*. This started us on exercise and running programs which we still follow today.

For the past ten years we have subscribed to Dr. Julian Whitaker's *Health and Healing*. He has added vitamins and minerals to our diet that offset their losses as we grow older.

The payoff for all of this is that we do not take medicines; drugs of any kind. The last time I had an aspirin was over two years ago.

A toast (Cranberry juice) to all of you. Many thanks to the hard workers who keep us all informed. We both read and enjoy *RUPANEWS* each month.

Bob and Norma

Congratulations on your 80th and on your self-discipline on maintaining such (what many would call) a rigorous regime. Ed

WILLIAM L. RUTHERFORD, JR.—9660

Wolf Rd, Geneseo, IL 61254

Thanks for your work, Cleve. I find I miss my "Mates" and the fabulous assistant at DENTK who kept track of my schedule, travel, lodging and me. But, I sure don't miss calling or visiting WHQ!

Warm regards, **Bill**

MRS. GEORGE M. (DOROTHY) SAYRE, JR., 43609 S.R. 124, Racine, Ohio 45771

Enclosed is postage for the year. This has been a difficult and busy last 17 months without George. Am attending Ohio U. and the commuting, trying to sell the house, estate matters, and all else has been staggering. "In my spare time," I've helped an advertising agency put together a calendar of my photos of Meigs County, Ohio, with \$1 from each sale going to the George M. Sayre, Jr., Memorial Scholarship Fund at Southern High School, Racine, Ohio. The fund was established in the spring of 2000 and has been able to give two \$400 scholarships. In an Appalachian county where 800 coal miners recently lost their jobs, that is a blessing. I plan to sell 5000 calendars, which will boost the fund appreciably. The fund is under the management of the Home National Bank, Racine; the high school selects the recipients. Anyone wishing to help this worthy sale, which is basically non-profit, can order directly

from me. Calendars are \$5 each with \$3.50 s/h for up to 10 calendars, and then add another \$3.50 if you wish more than 10. It is an excellent buy for an excellent cause. The calendars for 2002 should be ready by the time this hits print. July's photo is a 1999 shot of George water skiing on his beloved Ohio River. Thanks for any support of this sterling memorial scholarship fund honoring one of your own.

Dorothy Melton Sayre

JACK SCHAUMBURG—2174 Upper Peoh Pt. Rd, Cle Elum, WA 98922

Jock & Cleve, All is well with me. I am keeping busy flying DC-3s in Alaska during the summer. Still getting the yearly FAA check. Winters in Honolulu for R&R.

Regards to all, **Jack**

HOWIE SHAW, 3 Possum Path, Coram, NY 11727.

Hi Jock. Check is in the mail, honest.

We made our annual trek to Florida in Dec. and encountered one day of snow. We holed up in the motel and I went into long-range cruise on my oxygen supply. We arrived in our Condo one day late with oxygen to spare. Things went well including visiting with Clay and Ann Grant. Very enjoyable.

Then I came down with pneumonia, off to the hospital where all the sick people are and I contracted another form of highly contagious pneumonia and ended up in ICU in isolation. Some fun! Needless to say I recovered enough after three weeks to be discharged, but had to have our daughter come down and drive us home. Uneventful trip north as I sat in the back of the car and kept my mouth shut (Very difficult).

One good thing comes out of all this. The driver who brings my liquid oxygen refill in New York is a hunter and brings me venison during the hunting season and the physical therapist I have in Florida has an orchard and brings me Grapefruit. We do count our blessings.

As others have said before me, I see fewer and fewer familiar names but I still read the News from cover to cover. I thank all who make it possible

Howie

JOHN SHORE

G'day Jock...

I'm happy to report all continues well following year two of retirement. A little fishing, a little flying, a little cruising (on HAL), a little yard/pool work all make for pleasant living on Maryland's Eastern Shore.

We're becoming more enticed with New Zealand, as it offers a wonderful winter escape.

Always enjoy reading about the tracks/trails of old acquaintances....'Thanks' is inadequate for all your efforts but Thank You Very Much.

Best, **John Shore**

twoflew@goeaston.net

PETER & PAT SOFMANN—1230 Rock Rimmon Rd, Stamford, CT July 68-May 00 JFK, ORD, JFK, HNL

For those of you visiting Italy, watch your bags carefully when you arrive at the airports. We flew the all-nighter from IAD to MXP (Milan's Malpensa). While sleepy and distracted and using a payphone in the arrivals area, I had a small bag stolen right from between my legs. Never saw anyone. Having traveled so much over the years, we felt pretty foolish for being so unwary.

Our Italian visit included Lake Como (Bellagio), Cinque Terra, Carrara, Florence, Sienna area, and Porto Fino area. We did our own tour, driving a rental car. Incidentally, it's better to reserve the car for too many days than too few days. If you return early, then the charges are reduced pro-rated. If, however, you extend the rental period, then the extra days cost *more* than the pro-rated amount. Also, be sure to return the tank *full*, because the charges for filling the tank are a rip-off!

We also did a 2-week tour of China this past year: Beijing, Xi'an, Kunming, and Guilin.

If anyone would like specific info about our Italy or China vacations, please e-mail us:

psofman@optonline.net

Bruce McLeod, thanks for the nice job creating our www.rupa.org web site. No longer will we have to cut out articles of interest... we simply excerpt them from your archive files and save them. The pension and health articles are particularly valuable.

I still get e-mail newsletters from ALPA, specifically the Pineapple Satcom (HNL) and an overall newsletter from Council 34. My personal judg-

ment is that UAL's management team needs to drastically change its philosophy, refocus on our core business, refocus on employee morale, and drop these distracting projects like mergers and bizjet and other sidelines. *Then*, our stock might someday bounce back and those of us with children following in our footsteps can once again rest easy.

Retirement is good, better than working. Now if I can only convince my wife that my mind is not deteriorating from lack of work environment stimuli.... :-)) Aloha, **Pete**

Those who want further links with ALPA sources—especially the Forum—should read page 13. For non-computer users, the symbols at the end of Pete's letter are an "emoticon" and mean a "big smiley face" - you have to turn the page sideways to see it. Ed.

HUGH T. SMITH P.O. Box 474 Avalon, Ca. 90704 UAL. 48/85 Flyboy@catalinas.net

Better late than never. Check is in the mail to Cleve. Thanks to all who make the *RUPANEWS* available. Marie and I appreciate your time and effort.

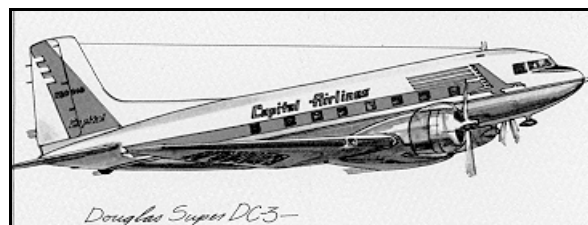
Still the elected Mayor of the City of Avalon. Keeps me out of the bars. Haven't been on a UAL airplane for seven years. If we can't go in the C-182, we don't go. Put 100 hrs on N95950 this past year.

Health holding up so far. A few aches and pains but nothing serious.

Took a couple of Cruises this year. In April we went with Dick & Margaret Plavan on *The Radiance Of The Seas*, on its first Voyage in the Pacific from Ensenada, to SEA. Then boarded The South Coast Limited Train back to LAX. In October we took our five children, their spouses on a three-day trip on the *Viking Serenade*. No Grandkids. It gave all the family a chance to do a little bonding. I talk to Jack Goodwin weekly.

He is paying us a visit later this month. Regards to all and GOD Bless!

HUGH and MARI E!!



CHUCK STAMSCHROR 686 Orange Ave.
Los Altos, CA. 94022

Cleve, I'm late again! I thought retirement was supposed to give a person enough time to accomplish everything. I'm still playing a lot of golf (not getting any better) and attending reunions. As a matter of fact, Ann thinks I belong to the Reunion of the Month Club.

In September we'll be going back to Wabasha, MN (The setting for Grumpy Old Men) for my 50th High School reunion. It's a small reunion as our class only had 29 students. Unique however, in that of the 14 boys in the class, 3 of us ended up flying for a living and 2 with UAL. Howard Schmitz was a lot smarter than I, as he came directly to United while I was out finding military units to add to my reunion list.

While back in Wabasha, we will be renting a large houseboat for a week, to cruise the Mighty Mississippi. It should be fun, with the changing of Fall colors.

I'm still attending the Annual Interline Golf outings in Australia and New Zealand. Sometimes, with the heavy loads, we have to use a little ingenuity in getting down there. Like going through Tokyo on UAL and then down on Qantas as we had to do a couple of years ago.

Last October four of us, H. Schmitz, J.R. Paulsen, C. Schwob and myself, each took a fellow golfer on our buddy passes to SYD. This year in November we will be going to Mandurah in Western Australia, just South of Perth. If any of you are interested in this Interline Golf outing, it is called the "Air New Zealand Rose Bowl". It was started about 29 years ago by a group of people from Air NZ, and, by Charter, it must be held in New Zealand at least every 3rd year. I'm sure this year's Tournament is full, but sometime around the first of next year I will have the information on 2002's Tournament. I'll try to get the information in the *RUPANEWS*.

Thanks to all of you who work on the *RUPANEWS*. Great Show! **Chuck**



W. BILL STOKES—3753 Meadowbrook Cir,
Idaho Falls, ID 83406

Hi Cleve, Birthday month is next month but I wanted to report on the Email change for me and ask a question as well. Apparently *Earthlink* is buying up everything in sight as they have taken over Idaho's *Micron.net*. As you can see my new Email is swstokes@mindspring.com. The question is; now that I don't have CompuServe anymore, is there any other way, which probably wouldn't have Apollo, but through which one might get flight info including availability for SA's? Seems I saw something in the *RUPANEWS* but without an index I can't recall. Are you any better off in that department?

Thanks, **Bill**

There is now a service that allows you to login to UAL and check loads and list yourself without going through CompuServe. Just go to the Internet and put in this address, <https://united.intranet.ual.com/>, then when you have the page, go to "First Time Click Here" and follow the directions exactly. Ed.

JERRY THOMAS

Well, another year has come and gone! We are still enjoying our retirements. We have had great plans for this summer, but you all know that the "bestlaidplans."

Monday, June 18, after a routine angiogram with no prospects of real trouble, had a quadruple heart bypass operation. Talk about a surprise! I am recuperating, but am very impatient to be better fast!

I will make it, though.

J.O. Thomas (Jerry) thomas@qconline.com.

MICHAEL W. THORUP—PO Box 516,
Georgetown, CO 80444 jtngt@aol.com

Dear Cleve, I think the last time I saw you was in Ops at SFO just before you retired...seems like only yesterday. [Nine years ago, Mike] Now it's my turn to make the big career change. Being that I've been retired ever since I started working for UAL, it really wasn't much of a change.

Judi and I went back to college to work on our Spanish, looking forward to taking some more courses.

We plan on hitting the road in our RV this fall. Hope to work on my golf handicap; Judi says that

golf is my handicap!

Looking forward to reading the *RUPANEWS*, and enjoy reading about some of my favorite folks and advice for us "over the hill" troops.

Take care and keep the press rolling.

Best regards, **Mike**

JIM TIGHT 10677 Angelo Tenero Ave. Las Vegas, NV 89135

Well heck, here I am, early again. What can I say? I'll try to change.

Its been another full year with challenges, change, travel, frustration and sadness.

We took a couple of exceptional cruises. The first to Europe and north Africa in late summer. The other to South America in December. In all, we were able to visit over twenty nations stretching from as far north as Iceland to the Orinoco River in Venezuela.

In January we did the unthinkable, and left Ohio.

In October we had signed onto a home just under construction in Las Vegas. For years it was great fun maintaining a condo in Vegas, but I guess there comes a time when one home is enough.

We'd had enough of the running back and forth and made a choice. I've heard it said that "when you build a house, you also build character". It's a true statement. Our home is in a fifty and over development on a beautiful golf course. The club facilities and security are superior. We should be settled soon, and expect to be very content here, with the turnkey operation we like. But, would I build again? I'm not so sure.

In the past year we lost two good friends in their forties and a nephew in his twenties. Betsy's brother was also called home just a few months ago. All of natural causes. We sure never know which breath we take will be our last.

There you have the highlights of an interesting year. We hope that all our friends will note the new address above.

Warmest regards to all,

JIM T

DON TOEPPEN

Hi Jock! The story by Capt. Ron Bolick regarding the early morning cocktail hour, sitting on the boat in the harbor with Percy Wood really got a belly laugh from me!

Percy was hardly what could be called an amateur

sailor. While in Chicago, he sailed the Mackinac race, which is an inland version of the Mainland to Hawaii Trans Pacific race. It runs from Chicago to Mackinac Island. Some years it is a pleasant sail. . And, on others, the devil himself controls the weather, wrecking some boats, and sending everyone looking for a safe haven to wait our the storm. It is always hotly contested, and this is always where one would find Percy!

On this particular race, my first Captain and friend, George T.Henderson was a crewmember. The boat was on Lake Michigan returning to Chicago. It was well past midnight. Percy was at the helm and GT lay on the aft deck next to Percy. "I've got to go below, George. Hold the helm for me, please. The heading is 220 degrees", said Percy.

" OK", said George, stretching his hand to the helm, but otherwise not moving a muscle.

A short time later, Percy came top side, and noticed George had not moved since his departure.

"George, I told you to hold two..."

His voice trailed off as he viewed the binnacle-- still 220 degrees, and obviously, there was no way the binnacle could be viewed from GT's position.

"How did you do that?" Percy asked.

George was known for playing practical jokes, and would not always give a direct answer to a simple question if he felt the questioner could figure the answer himself by observing the facts. GT didn't tell me if he played that game with Percy, or just blurted out the answer because of Percy's title!!

In the end GT did answer.

" See that little star just ahead to the top of the mast? When you were holding 220 degrees. it was pointing right at that star. Who need a compass?"

When Percy was President, he came to Oshkosh for the annual EAA Fly in.

On this particular year, United sprung a stretch DC-8 for a Flyby.

Those of you who have attended Oshkosh, know that there is no shortage of United personnel in charge of various programs. Vern Jobst has run the air show for many years, so there I stood, between Percy Wood and Mary Lacey at air show control. The late Jim Lacey was about to dust off the airport with our Stretch 8. Now, Jim was no

slouch when it came to aerobatics, having been a national champion many years running. He made the familiar slow speed run with all the garbage hanging out, south to north, broke to the east, and went south in preparation for the high speed run. You could see him coming, right on the deck, and though there was no way to clock him, he had to have it firewalled!

Passing air show central, he started his pull up and rolled into a right turn. About the time he hit the 45 degree point in the turn, he was on knife edge with the nose still pointed up!

"Roll it Jim", yelled Percy.

"No. NO. NOOO!" yelled Mary Lacey!

Well, that air show is watched by the FAA, NTSB, and who knows how many of the country's top legislators and department heads. As the turn progressed, at long last, Jim rolled the wings level as the ship headed south to O'Hare.

And Percy ever the consummate competitor, was with Lacey all the way. One of his employees was out representing the company, and he was there to back him up in his endeavors! Now that is my kind of President!

Don Toeppen

DONALD J. URQUHART—2024 Haystack Rd, Castle Rock, CO 80104

Dear Cleve, Enclosed is \$50 for two years postage and annual fees. At least next year I won't be late.

Up until two weeks ago I had only been home for 20 days since the middle of December. With a 91 year old mother who still lives alone in Mesa, AZ, a son who had a collapsed lung in Boise, ID, a new grandson in Salt Lake City, and doing remodeling for my middle girl, I have spent six months living in my motor home. Very little pleasure travel the past half year.

A few months ago, someone wrote that diesel powered motor homes were labor intensive. That has been the only part I haven't had a problem with. The CAT 300, Allison 6 speed transmission and Freightliner chassis have worked flawlessly. However, 51 write-ups and 4 trips to Perris, CA, to finally, I hope, get everything working the way it should has put a damper on what could have been a pleasurable experience the past three years. Enjoy the newsletter and all that the many of you do. Thanks again, **Don & Ludene**

BOB WEIMAR

Jock, get the word out, if any RUPA members ordered companion tickets for this year on the "People Access Line" automated service last December, they had better check to see if they ever received their order....I had no use for my tickets until now: I checked the drawer that we have them in and realized that they never came. I called the Benefits Center to get my requested number and was told it would take six weeks! I told her that this was not acceptable and send some *now..!* *please..!* She told me that there were many employees who did not get their order and she blamed the contractor who happens to be somewhere in CANADA! A! A!

This problem is really affecting my family because we are raising our grand children, so we will have no summer travel this year. (grandkids only travel on "Comp" tickets when out of school.)

Does someone have a fast airplane so we can invade the "Northland"?

Bob Weimar.

E.K. WILLIAMS 18140 Airmont Road, Round Hill, Virginia 20141-2526

EKWJR@compuserve.com 66-97 DCA-SFO-ORD-CLE-NYC-DCA-HNL

This has been a good year. Online travel has been without difficulties and we even checked our bags. No problems with BCBS or Caremark. The good times of this year have been enhanced by the activities of our local group, The Eddie O'Donnell Luncheon.

In June, we drove to Custer, SD with newly retired Gary Cook and his wife Linda to view the progress on the Crazy Horse Mountain Carving. It gave us a chance to look for the most expensive gasoline in the eastern 2/3rd of the country and test our social skills for 14 days in the Suburban. Regards to all, **E.K.**

JIM WISE 6-25-01 DCA-BUF-DCA-DEN

Today, June 25th, is my 80th birthday. Celebrated yesterday with new and old friends who were invited to our home by my wife, Carol. Her son Jeff had prepared some delicious treats from his soon-to-be-published cookbook.

This poem was composed by Marge Plumb, a close friend.

To Jim on his 80th Birthday

Can't truly calculate
How many planes he's flown
How many lawns he's mown
How many trees he's grown...

Can merely speculate
How many fish he's boned
How many friends he's known
How many kindly favors shown...

But do sincerely stipulate
However cruel the winds have blown
Jim's grit, his virtues must be owned
James G. should - no doubt - be cloned!

We had a most enjoyable trans Canada train trip last October. Spent two nights at the *Royal York* in Toronto and three nights in the *Hotel Victoria* in Vancouver. The trip was shared with us by Carol's brother Mark and his wife Donna. Since the rates were down, and with the Canadian rate of exchange; it was a pilot's pocketbook package. Stayed in a B&B in Jasper, driving a rental car while seeing lots of critters and beautiful scenery. Since prostate cancer surgery in 1990, the PSA tests have stayed on the good side. Quintuple bypass in 1999; feeling great with good energy. Our spare change is spent on season tickets for Studio Arena plays in Buffalo and the Shaw Festival in Niagara on the Lake, Ontario. This Canadian city was voted Canada's prettiest small town. We do enjoy all the medical info and the fun-filled letters in the *RUPANEWS*. Our thanks to all those involved with putting it together and getting it mailed. **Jim and Carol Wise**

Postscript: never having emailed before to RUPA, I wasn't sure of format. Carol. *You done good, kid - for you there isn't any, that's my department. Ed.*

DENVER GOOD OLE BOYS SICK LIST

Just talked to Capt. Warren Mugler DENFO, whose wife had a stroke in April and is in a nursing home and doing therapy. Cards would be appreciated, as her mind is fine. Her address is Elaine Mugler, c/o Hallmark Nursing Center, 3701 West Gradcliff Ave., Denver, CO 80236

IMAGING TESTS

Are more always better?

By Marvin M. Lipman, M.D

Several years ago, a 38-year-old patient of mine came to the emergency room after suffering mild abdominal trauma in an auto accident. The doctor on duty ordered CT scans "just to cover all the bases". The scans revealed no injuries but did spot gallstones, liver and adrenal masses, diverticulitis, and a small meningioma, a benign brain tumor. Those findings led in turn to several further tests, which showed the adrenal and liver masses were not cancerous. The woman was started on special diets for diverticulitis and gallstones - even though neither condition was producing any symptoms. And she worried constantly that her meningioma was growing.

This woman might have been better off had the emergency room simply treated her symptoms and skipped the CT scan. Imaging technology is notorious for producing the "incidental" findings that can waste so much time and expense and cause anxiety. On the other hand, I have two patients who are alive and well years after their kidney cancers were detected at a very early stage by CT scans that were done for completely unrelated reasons.

Not knowing what's up with our insides can be distressing, which is why the prospect of having a CT scan or MRI can seem oddly reassuring. But while sometimes the tests find problems that really don't exist, sometimes they alert us to real problems we never knew existed and we don't have a foolproof way of predicting which outcome will occur.

Still, it's a good idea to ask questions about any imaging test your physician might propose - if only to prepare yourself ahead of time for the possibility that the test will uncover previously unsuspected findings.

Unless a patient already has symptoms, such as cough or chest pain, chest X-rays rarely turn up evidence of disease for which treatment is available or successful. The U.S. Preventive Services Task Force recommends against routine chest X-rays.

Another area of the body that has been grossly over-radiated is the lower back. Usually the result of a simple sprain, lower-back pain gets better af-

ter one week in more than half of patients, and within a month in nine out of ten. A British trial published in December showed no difference in back pain outcome between patients who had X-rays taken and those who didn't.

Sonography, also known as ultrasound, is a reliable, radiation-free, relatively inexpensive way of imaging internal organs that plain X-rays can't see. A sonogram of the heart (echocardiogram) can accurately assess valve and muscle function. Sonograms can also detect blood clots in leg veins, and narrowing of the neck's carotid arteries that can cause strokes.

Obstetricians use ultrasound to determine fetal size and development. But studies have shown that routine ultrasounds in early pregnancy don't reduce the rates of problems in newborns. Although ultrasound is useful in detecting fetal abnormalities, the American College of Obstetricians and Gynecologists has advised against its routine use in pregnancy.

MRI or magnetic resonance imaging, is a non-radiation technology that's especially good at spotting abnormalities in the central nervous system and joints. Like CT scans, MRIs often turn up unsuspected "incidental" troubles. In a recent review of 1,000 MRIs given to healthy volunteers, 18 percent showed some abnormality. The vast majority were nothing more serious than sinusitis. But two were brain tumors that had caused no symptoms.

Despite their high tech trappings, imaging tests are no different from any other medical tests. If your doctor suggests one, get answers to these questions:

Do I need to have this test done right now, or can we take a wait and see approach?

What are the odds that the test will find (or miss) a real problem?

Is the test likely to find a problem that turns out to be unimportant?

Will the test results affect my treatment or prognosis? If so, how?

Evaluate the answers you receive in light of your own tolerance for uncertainty, your concern about your symptoms, and your willingness to risk having further tests in case any of those seemingly ubiquitous "incidentalomas" show up.

Consumer Reports On Health. February 2001

JERRY QUITNEY, haero@ix.netcom.com

74 years, doesn't seem that long. Been busy, mostly flying. Recently did my PPE in a Westwind 1 and flew a trip to Salisbury, MD. The crab there is outstanding; the first night "all you can eat" only \$23.00. Interesting trip on the way back; filed great circle PIT to Hollister but had to detour way south of Wichita Falls to get around the end. , had to stop at FAT for fuel.

Going to Wash DC tomorrow, Mon. Return on Wednesday. Great fun. Planning to be in Ennis, MT for the 4th with my daughters, granddaughter and son-in law. I have a home on the Big Sky airport and we have been going up there for the 4th for the last 5 years. They have a parade & rodeo that's a gas.

Transfusion-free Surgery

Dear Jock,

At a recent Gooney Birds luncheon, I briefly spoke about some information my wife and I received at a transfusion-free surgery seminar we attended four months ago. A couple of the guys at the luncheon suggested sending a summary of some of that information to you for possible dissemination to the rest of the troops via the *RUPANEWS*. I'm enclosing a portion of that information in the following letter. More importantly, I'm also enclosing a toll free telephone number for the office which can send appropriate material to those who may be interested.

Many thanks to you and the rest of the staff for providing timely information and a means for all us retirees to 'keep in touch' through the

RUPANEWS

Sincerely, Denney Narog

"We must conclude that currently there are many patients receiving blood components who have no chance for a benefit from transfusion (the blood is not needed) and yet still have a significant risk of undesired effect. No physician would knowingly expose a patient to a therapy that cannot help but might hurt, but that is exactly what occurs when blood is transfused unnecessarily." *Transfusion-Transmitted Viral Diseases, 1987.*

There is a growing store of knowledge in the medical community regarding alternative blood management and transfusion-free surgery. Cou-

pled with that knowledge is the insistence of some religious groups that their belief in not receiving transfusion of foreign blood must be recognized during their medical treatment. A large number of medical caregivers are now reexamining the criteria that have governed the indication to transfuse. Whole blood has four primary components: red cells, white cells, platelets, and plasma. Additionally, in describing the function of blood there is a sub-group referred to as blood fractions. Any significant loss of either the components or the functionality of the blood fractions requires some form of treatment or correction. Historically, transfusion was selected if any one or all of the components dropped below a certain level. It has been found that the levels considered to be "normal", below which triggered an order to transfuse, had been established arbitrarily, and conservatively high. When statistics showed that patients who had experienced critically "low" components or function recovered rapidly without transfusions, it became apparent that the historical level needed to be re-examined. In fact, a large group of physicians was asked at what levels would they submit to a transfusion, and the majority replied that it would be much lower than the established "norms".

When physicians, more specifically surgeons, realized they would have to address the concerns of those who refused transfusions, the medical community began to review their criteria and their surgical techniques. The development of alternative procedures has resulted in some provocative but gratifying findings. Patients who were treated with alternative blood management procedures had a better recovery rate with fewer side effects or secondary infections. Also, initial studies indicate that these same types of patients have a lower incidence of compromise of the immune system, a serious problem with patients who receive transfusions.

Some of the alternative methods provided by some medical facilities include:

a. Fractionation: A process of breaking blood plasma down into special products each of which functions specifically in the treatment of diseases or disorders. Although the product is not whole blood, screening tests are necessary to ensure that the plasma is not contaminated. Screening has im-

proved but is far from perfect.

b. Heart-lung equipment: A machine that replaces the heart as a pump and circulates the patient's own blood, including recovered blood, through their circulatory system. It also serves as a lung, oxygenating the blood and allowing the release of carbon dioxide.

c. Hemodilution: The removal of a portion of the patient's blood and diluting the blood with volume expanders before reintroducing the blood. The circulating blood volume remains the same, but fewer red cells are in circulation, minimizing potential blood component loss, and providing a reserve for the patient. Hemodilution can be a preoperative procedure or performed during an operation in which blood salvage is utilized.

d. Surgical techniques: Cooling the patient, thus slowing circulation; utilization of desmopressin which shortens bleeding time; volume replacement with non-blood fluids, the simplest of which is saline solution; use of laser "scalpels"; meticulous operative technique (When told his patient would not accept a transfusion, one surgeon replied, "Well, I guess I'll have to be more careful..."); and patient blood recovery.

e. Patient preparation: Injection of epoetin alfa or ingestion of iron supplements, both of which enhance the body's ability to produce red blood cells; pre-breathing 100% oxygen.

The Franciscan Health System located in the Tacoma-Federal Way, Washington, area has developed a transfusion-free medicine and surgery program, and regularly scheduled seminars on the subject are open to the public. Hospitals in the system include St. Joseph (Tacoma), St. Clare (Lakewood), and St. Francis (Federal Way). If you reside in the area, the contact number is 253-591-6918. Outside the area, the contact number is 1-800-311-2655. If you're considering voluntary surgery, or if you just wish to make an educated decision about what should be done in an emergency situation, you may obtain more material at the above listed contacts. Also check with your local PPO hospitals to find out if they have developed a similar program.

**Where will you be having dinner
on September 27th???**

Researcher Says Jet Lag Shrinks Brain

By Katherine Hunt

Chronic jet lag causes a part of the brain to shrink and impairs mental functions including memory, researchers said.

The study compared the size of the brain's temporal lobes of two groups of flight attendants who had different amounts of time to recover from jet lag. Using MRI scans, researchers found the group who had less time between flights had smaller right temporal lobes.

The findings appear in the journal *Nature Neuroscience*.

"I found there was no deficit of language, but certain short-term objective memory and very simple abstract cognition was quite bad," said study author Dr. Kwangwook Cho of the Department of Anatomy at the University of Bristol in Britain.

Jet lag is a condition suffered by many people who travel over time zones characterized by fatigue, disorientation and disrupted sleep.

The sample group was composed of 20 women, ages 22 to 28, who had five-year careers with international airlines and flew across at least seven time zones. Women appear to suffer more acute jet lag than men, Cho said, explaining why he left men out of the sample group.

The right temporal lobe is involved in visual recognition and spatial memory. The left is responsible for language. The study measured short-term memory and cognition, both functions of the right temporal lobe, and found significant deficits.

Cognition tests involved understanding and differentiating between simple symbols, like the design of the U.S. flag or the British flag. To measure memory, the women were asked to recall the location of dots on a computer screen after 20- to 50-minute intervals.

BROAD IMPLICATIONS

The findings could have broad implications for more than just flight attendants and other airline workers. Shift workers and parents of young children also experience disruptions in their circadian rhythms -- the cycle of waking and sleeping and of lightness and darkness.

"The implication (of the study) is that rapid circadian shifts have a damaging effect on the

brain," said Dr. Robert Sack of the Sleep Disorders Medicine Clinic at the Oregon Health Sciences University in Portland.

"It's interesting because we think of jet lag as a kind of a nuisance ... but this study would suggest that it may have more serious consequences than previously thought," Sack said.

Further research needs to be conducted to determine how long the atrophy of this part of the brain lasts, Cho said, saying a follow-up examination after the women involved in the study retire is necessary.

In previous studies, Cho had found a link between chronic jet lag and high cortisol levels. Cortisol, measured in saliva samples, is a hormone produced by the adrenal glands. The hormone rises in the morning and drops in the evening, in accordance with normal sleep patterns. It also rises in times of stress, such as an argument. Cho and his colleagues found evidence that people

who had been subjected to repeat jet lag had higher levels of cortisol and impaired cognitive abilities.

Higher cortisol levels were correlated with a greater reduction in temporal lobe volume.

The results are consistent with previous studies showing that high cortisol levels, such as those associated with severe depression and post-traumatic stress syndrome, are correlated with a smaller temporal lobe and memory impairment.

Washington—Reuters 5/21/01

Marty Berg sent this photo, taken at Lamson Field, Clear Lake, CA. Either the owner of this Cessna 150 wears a belt and suspenders, or his bank has put the aeronautical version of a "Denver Boot" on his plane. Ed.



IN MEMORIAM



DONALD MURRAY KING

Donald Murray King, 63, of Sparks, Nevada, died suddenly, Saturday, July 14, 2001 at Washoe Medical Center.

He is survived by his beloved wife, June King; daughters, Darlene King and Joy Harrison of Washington; his brother, Henry King of Winnipeg, Manitoba; grandchildren, Brandon, Shannon, Meghan, and Bryson Harrison of Washington. Also remembered by his many nieces, nephews, and other family members.

A Memorial Service was held on Saturday, July 21, in Sparks. It was attended by many family, friends and associates, including a contingent and color party from 900 Wing, Air Force Association of Canada.

June took Don to hospital on Saturday, the 21st, after he had complained of bad stomach pains. He died of a heart attack while undergoing medical treatment for his condition. Don had taken early medical retirement for a heart condition.

Don joined the RCAF Auxiliary in 1955, where he earned his pilot's wings and flew B-25s.

He then joined the Regular Force where he completed a tour as a flight instructor on Harvards at 2 AFS, Moosejaw, Sask. and then flew CF-100s and CF-101s with 416 Sqn. before leaving the Air Force in 1964.

Don joined United Airlines in 1965 and was flying as a B-727 Captain in San Francisco when he took medical retirement in 1987.

Don was an active member and officer of the Air Force Association of Canada, and the Royal Canadian Legion. He was also a member of the Queen's Club (a Bay Area dining society for

retired British, U.S. and NATO military officers), and RUPA.

MRS. MILT SMITH

Jock: Well, yes I'm still working and enjoying it too. But I can hardly wait to retire – not too many of my guys left as pilots. I went into LAX Flt. Ops. in April '69, and a lot of the pilots I've known are retired. The last of "My guys" are doing just that.

It is my sad duty to notify all retired pilots that *Milt Smith's (Uncle Milty) widow* has passed away – gone to join him again. He died in 1989, and the family misses him – but now that she has joined him, we know that they are happily together again.

Sue Ross LAXFO - FOSR

5011 W. 134th Pl. Hawthorne CA 90250

RALPH EUGENE STEVENS

June 30, 1916----May 16, 2001

Ralph Stevens was born June 30, 1916 in Medicine Lake, Montana. He was raised on a farm and received his education in Medicine Lake. In 1941, he completed a civilian pilots training class in Plentywood, Montana. He married Lillian, formerly of Reserve, Montana, in Seattle in 1941.

Ralph's career as a professional pilot began when he instructed Army and Navy pilots at Olympia and Sunnyside, Washington. In 1944, he joined United Air Lines and was fortunate to have been based his entire career of 32 years in Seattle, flying DC- 3, Boeing 727, and retired on DC 10 aircraft.

He enjoyed working in his yard and around the house. Ralph was an enthusiastic NASCAR spectator and enjoyed salmon fishing. He is survived by his wife of 59 years, Lillian; daughter Cheryl Kiefer and husband Hank; grandchildren, Jeremy and Gretchen Kiefer, Chelsea, Kirsten and Evan Mason (father Scott Mason). A daughter, Linda Mason, preceded him in death.

EDNA WRIGHT, Died 15th June, 2001. Widow of Capt. J.H. Wright (Deceased 18 Oct 1987).

The Pilot Who Wrote ‘High Flight’



The sonnet *HIGH FLIGHT* is known throughout the English-speaking world, epitomizing, as it does, the poetry and emotion of flight. It was written by a 19-year-old American fighter pilot of the Royal Canadian Air Force a few months before his death.

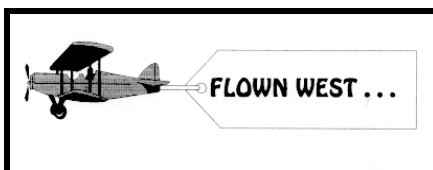
John Gillespie Magee, Jr. was born on 9 June 1922 in Shanghai, the son of American missionaries. He spent three years at Rugby School in England and returned to the United States in 1939 to enter Yale University where his father was chaplain. In October 1940, at the age of 18, he went to Canada and joined the Royal Canadian Air Force. He trained as a pilot at No. 9 Elementary Flying Training School at St. Catharines and No. 2 Service Flying Training School, Uplands. He received his wings on 22 June 1941 and was commissioned with the rank of Pilot Officer = (Lt. JG).



He embarked for overseas on 5 July 1941, and as he was to be a fighter pilot, was posted to the Spitfire-equipped No. 53 Operational Training Unit. It was during this training, after a high altitude flight, that he wrote *HIGH FLIGHT* on the back of a letter to his mother. He said that he started composing it at 30,000 feet, inspired by the ecstasy of this experience.

P/O Magee was posted to No. 412 Squadron, RCAF on 23 September 1941 and flew operationally with that unit for two months. His death was not due to enemy action but was one of the thousands that were inevitable when the quantity and tempo of wartime flying over the UK are taken into account. Returning from a convoy patrol to his base at Wellingore, Lincolnshire, he was descending through the one gap in the cloud cover when an Oxford trainer of the RAF emerged from the clouds. Neither pilot had a chance to avoid the collision, and Magee's aircraft, Spitfire Mk.VB AD291 was seriously damaged. At first, he attempted to bring the aircraft down, and when he eventually bailed out, it was at too low an altitude for his parachute to open properly. He was killed instantly and was later buried in Scopwick Churchyard, Lincolnshire.

After his death his poem became famous and was an inspiration both to airmen and others.



RAYMOND D. COVERT	SFO	20 MAR '01
MAURICE V. JOHNSON	ORD	26 MAR '01
CALVIN D. COLEMAN*	SEA	1 MAY '01
ROSS D. "BENNY" BENEDICT*	ORD	21 JUN '01
RALPH E. STEVENS	SEA	30 JUN '01
DONALD M. "DON" KING	SFO	14 JUL '01

* NON-MEMBER



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

Monthly 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 Tue 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 Aug 15th Mailing Sep 5th.

Note change for editor's vacation.



PERIODICALS

RUPANEWS

1104 BURKE LANE
FOSTER CITY CA 94404

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