



# RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 9

(Journal 506)

September, 2001



## IN THIS ISSUE

About the Cover	Page 3
Convention Registration	Page 5
Notices	Pages 6—11
LTC Insurance	Page 25
Risks of Alternative Medicine	Page 34
In Memoriam & Flown West	Pages 37-39
Calendar	Page 40

*Nelson Galloway*  
FORD 2-AT  
1925

---

# RUPANEWS

**Editor** Jock Savage

2207 Thurm Ave. Belmont, CA 94002-1547

Tel (650) 592-2380, FAX (650) 592-2380 Email: jocksavage@home.com

RUPA Website - www.rupa.org

## OFFICERS

**The late Captain George Howson, President Emeritus**

**President** W. E. "Bill" Smith, 145 Bella Vista, Belvedere, CA 94920 415-435-2516

**Vice-Pres.** W.R. "Bill" Bartel, 260 Sebastian Dr. Millbrae, CA 94030 650-697-9266

**Sec/Treas.** Cleve Spring, 1104 Burke Ln. Foster City, CA 94404 650-349-6590

**Asst. Sec/Treas.** Floyd Alfson, 517 Kentucky Ave., San Mateo, CA 94402 650-344-8359

**Membership** Bill Richards, 9435 Olympia Fields Dr. San Ramon, CA 94583 925-829-5229

## COMMITTEE CHAIRMEN

**Convention Sites**  
**Fold'n 'n Stuffin'**  
**ALPA MEC Liaison**  
**WHQ Liaison**  
**Widows Coordinator**  
**RUPA Web Site**

**Joe Ferrie**  
**Cleve Spring**  
**Felix Isherwood**  
**Milt Jensen**  
**Jackie Abel**  
**Bruce McLeod**

## Area Representatives

<b>Chicago</b>	<b>Bernie Sterner</b>	<b>McHenry IL</b>	<b>Claude Nickell</b>
<b>Dana Point CA</b>	<b>Ted Simmons</b>	<b>New York</b>	<b>Ray Bernosky</b>
<b>Denver (Good Ole Boys)</b>	<b>Dick Wagner</b>	<b>Ohio (North Coasters)</b>	<b>Dick Orr</b>
<b>Florida</b>		<b>PHX (Roadrunners)</b>	<b>Frenchy Bourgeois</b>
<b>N.E.</b>	<b>Lowell Johnson</b>	<b>San Diego Co.</b>	<b>Robt. L. Bowman</b>
<b>S.E. (Gold Coast)</b>	<b>Stan Blaske</b>	<b>San Francisco Bay</b>	<b>Sam Cramb</b>
	<b>Jimmy Carter</b>		<b>Cam McEachern</b>
<b>S.W. (Outlaws)</b>	<b>Chuck Monahan</b>	<b>Seattle</b>	<b>William R. Brett</b>
<b>Tampa</b>	<b>Matt Middlebrooks</b>		<b>Brent F. Revert</b>
<b>Treasure Coast</b>	<b>Bob Schae</b>	<b>Washington D.C.</b>	<b>E.K. Williams Jr.</b>
<b>Las Vegas (High Rollers)</b>	<b>Clyde House</b>		
<b>Los Angeles</b>	<b>Rex May</b>		

## BOARD OF DIRECTORS

Floyd Alfson, Rich Bouska, Sam Cramb, Joe Ferrie, Milt Jensen, Milt Jines, Howie Jundt,  
Walt Ramseur, Bill Stookey.

RUPANEWS (USPS 017-562) is published monthly, for members for \$20 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, 1104 Burke Lane., Foster City, CA 94404-3636

**PLEASE SEND ALL  
POSTAGE CHECKS, MADE OUT TO RUPA , and ADDRESS CHANGES  
to  
CLEVE SPRING  
1104 Burke Ln, Foster City, CA 94404  
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**

William Stout was a mechanical engineer whose primary interest after leaving school was aircraft design. He was a flyer and founder/editor of one of the earliest aviation magazines, *Aviation Age*.

Stout, an obvious extrovert, sent letters to over a hundred executives and industrialists urging that each send him \$1,000 so he could build a new kind of airplane of his design. He also told them none should expect to see his investment repaid. Twenty five responded, and Stout began work on the "Air Sedan". Edsel and Henry Ford were among those who sent checks.

Though the "Air Sedan's" flights were marginal, they convinced the Fords of Stout's sound approach to aircraft design and within a few months the Stout Metal Airplane Company was in business.

During 1924, two Model 2-AT (Air Transports) "Pullmans" were built. These were basically redesigned "Air Sedans" with a new wing. The "Pullman" carried eight passengers and was powered by the dependable 400 H.P. Liberty engine.

By June of 1929, Stout Air Service was the country's most experienced passenger line and was purchased by United Aircraft & Transport, parent of today's United Airlines, for \$175,000.

**Technical Data:** Passenger Transport; Accommodations, 1 pilot, 4 to 6 passengers; Power Plant, 1 Liberty 12 cyl. 400 h.p.; Wing Span, 58'4"; Length, 45'8"; Max. Speed 116 m.p.h.; Climb, 500 f.p.m.; Ceiling, 10,000 ft.; Range, 500 miles; Gross Wt. 6017lbs.

SMAC engineers, probably prompted by Fokker's trimotor success of 1925, redesigned the "Pullman" and added three 200 h.p. Wright Whirlwinds. The 3AT was the first of many Ford Trimotors.



### **Jobs Available**

Flight Safety Boeing (FSB) enjoys the position as the world's largest and most comprehensive provider of airline training, as well as the being the official training provider for Boeing Commercial Airplanes Group. We are a dynamic, growing company. We currently have vacancies for part-time B-777 Simulator Instructors.

#### *Simulator Instructors:*

Will train pilots and flight engineers utilizing the classroom and flight training devices/simulators. Applicants must possess the appropriate FAA license(s) and must have airline instructional experience in the airplane and/or in full-flight simulators. Prefer pilots with more than 1000 hours PIC of a commercial jet transport. FAA medical not required; FAA age restrictions do not apply, retired persons are encouraged to send an application.

If interested, please contact: Julie Ziegler

[Julie.Ziegler@fsbti.com](mailto:Julie.Ziegler@fsbti.com) or call 206-662-9133 for an application packet.

### **NEEDED - FALCON COPILOTS**

I am looking for a retired pilot in the Washington D.C. area who might be interested in flying a Falcon 10 with me. Not very demanding, and I might be interested in two people (to lessen the load), with the thought of typing them in six months.

The owners are great; one is a retired politician and the other a successful businessman. The airplane operates on part 91 and is used strictly for their business and pleasure purposes. Most trips are one day, but occasionally we do overnight in places like Aspen or Nassau. Our hangar is in Easton, where we have an office.

At first, the candidate will be required to attend a 4-day (all-expense-paid holiday in Dallas) at Simuflite (need to meet the insurance requirements).

I can be reached on my cell phone 410 490 2155 or by e-mail. Home is 410 827 9332.

*Bob Engl* [rjengl@friend.ly.net](mailto:rjengl@friend.ly.net)

### **CONVENTION SPEAKER WILL TELL ALL**

#### *Everything You Ever wanted to know about UAL Pass Travel*

As always, your officers and committeemen try to have an interesting keynote speaker for our Convention Banquet This year, we were fortunate to obtain the attendance of Captain Pat Palazzolo, who serves as the ALPA-UAL member of the Employee Pass Task Force.

At his suggestion, we were also able to get Ms. Linda Lister who heads United's travel benefits office, she hopes to bring with her Ms. Clemence Nassar from her staff, and also Ms. Velerie Driskill from United Express and Ms. Cathy Thomas from the Interline Travel Group.

These ladies, as well as attending the Banquet, will be setting up a booth in the morning to answer travel benefit questions and pass out brochures listing the latest info on Star Alliance and interline travel benefits (which you should have already received by mail) . They will also organize a raffle of travel-related prizes.

# REGISTRATION FORM FOR RUPA CONVENTION 2001

The Convention will be held in Las Vegas, Nevada from the 24<sup>th</sup> thru the 27<sup>th</sup> 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 23<sup>rd</sup> 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: CANCELLED FOR LACK OF PARTICIPATION**

**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](http://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



---

## DENVER GOOD OLE BOYS

Dick Wagner, Golden, Colorado

21 August 2001

We had only 16 "Good Ole Boys" at today's luncheon, but we had a good visit, with a lot of hangar fly-stories. We missed our regulars, but were glad to welcome new faces.

There were very many who attended Howard Reid's 90th Birthday party on August 5th, which was held in a hangar at Loveland, Colorado. They came from all over the USA to honor Howard, which is well deserved.

Our luncheons are always on the 3rd Tuesday of every month at the American Legion, Post #1 at I-25 and Yale; one block east of I-25 on the south side of Yale. Hope to see a larger turnout on the 18th September. Attending were Bob Rohe,

John Fields,

Bill Pearce,

Bill Hoygaard,

Jim Gates,

Pat Murphy,

Cal Jassmann,

Tom Hess,

Jack Box,

Len Martin,

Steve Pahs.

Howard Morgan,

John Holody,

Dick Wagner,

Joe Kenney,

---

## LAX LUNCHEON AT BILLINGSLEY'S - JULY 19, 2001

Being July and the summer travel season, we had a small turn-out this month.

There were only 13 of us.

Herb Goodrich

Bob Mosher

Pete Petersen

Lee Cameron

Jim Day

Rex May

John Joyce

Loyd Kenworthy

Bob Kohler

Ken Williams

Jack Moore

Dave Kirkendall

Doug Rankin

Rex May, the new Los Angeles Area Representative, who took over the reins from Dave Tank, asked me to inform you that this year's Christmas Luncheon at the Hacienda Hotel will again be on the second Thursday in December which is the 13th.

Dave Kirkendall, who had planned to ride his Harley Davidson motorcycle to Kent, Ohio for a High School reunion, told us that due to some commitments that came up, he will now sit back and let United fly him to the reunion.

Loyd Kenworthy had some sad news for us. Retired Captain Bob York who has been flying S/O for many years on the B-747, (as a matter of fact he flew S/O for me on my first Tokyo trip April 3, 1986.) had to retire from flying due to congestive heart failure.

We had a new RUPA member join us for lunch, John Joyce, who had only been retired from flying 18 days. John started his flying career with United as a B-727 S/O, and what is so interesting about his story is that he ended his flying career as a B-727 S/O. John turned 60 in May 1995 at which time he had been flying B-747 Captain out of Honolulu for one year. He decided to stay on as a Honolulu-based B-747 S/O until they closed Honolulu as a 747-100 base. From there to San Francisco for a year. With the going of the 100 he bid the DC-10 in Chicago but was not trained So he bumped into the 727 in Denver. He flew his IOE on May 17, 2001. In June he flew two, 4-day trips and retired June 30, 2001.

*Don't forget the Hacienda Hotel, August 16th, then back here at Billingsley's September 20th.*

## LAX LUNCHEON

Had a small turnout for August. In attendance were Don Krueger, Norm Witt, Walt Albright, Ken Kuecker, Gene Gawenda, Ken Williams, Michael Kendel, Shirley and Jack Hanson, Linda May and me. Because there were so few of us we stayed an extra hour and talked about those of you who did not attend. LAX lunches 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 December 13. More information on this will follow.

Rex May-wrecksmay@aol.com



---

## LOADING RUSH RELIEVED

Beginning June 30, customer service representatives (CSRs) began awarding upgrades and started accommodating customers awaiting seat assignments 20 minutes prior to departure for flights between U.S. points and to and from Canada, Mexico, and the Caribbean. For all other international flights, CSRs continue to process upgrades and seat assignments beginning 30 minutes before departure.

The additional ten minutes will give CSRs who are working a full flight extra time to work the departure management list and assist with gate-checked bags. Customers will receive upgrades sooner and have more time to board and stow their baggage.

Employees and retirees who are traveling non-revenue space-available (NRSA) also should be aware of the 20-minute policy.

Loading may begin at the 20-minute point for all standby passengers, both revenue and non-revenue.

Employees, retirees, and **eligibles who have already been boarded will not be removed to accommodate a NRSA with a higher seniority who arrives late.** [*emphasis added. Ed*]

## UAL MEC RETIREMENT & INSURANCE COMMITTEE

PDAP OPTIONS CLOSING JULY 31. Default Transfer Process Begins August 1

As a reminder, the Mutual Fund Option (MFO) and the Government Bond Series (GB) Funds will be officially closed on July 31. Beginning on August 1, any money remaining in these fund options will become subject to a default transfer process, explained in detail in a package from the PDAP mailed this spring.

- GB Funds: \$27.6 million with 553 participant balances remains across all funds. Participant transfer out activity has slowed somewhat. Government Bond Series money remaining will transfer as follows: GB 2001 and GB 2002 transfer to the Money Market Fund. GB 2003 and later transfer to the Short Term Bond Fund.

- MFO: \$21.1 million with 1,150 participant balances remains across all MFO mutual funds. Disclaimers continue to arrive daily. MFO balances will be transferred to Schwab if the identical fund can be obtained there and you have completed all paperwork required to open a Schwab account. Otherwise, MFO funds will be transferred to a similar PDAP Core Fund.

The Committee emphasizes that pilots need feel no urgency about opening a Schwab Brokerage Account. The Core PDAP Funds provide diversification, professional management and low fees, elements of successful investing which have withstood the test of time.

**QUESTION:** How does an early retirement affect the security of my A Plan benefit? Would anything change if the FAA raises the normal retirement age?

**ANSWER:** The security of your A Plan pension is primarily determined by the amount you can receive from the Qualified A Plan Trust and the soundness of the Trust's funding, as well as the ability of the Company to pay your Nonqualified A Plan benefit. The amount payable from the Qualified A Plan depends on the impact that two Internal Revenue Code provisions, Code Section 401(a)(17) and Code Section 415, will have on your Qualified A Plan.

Whatever cannot be paid from the Qualified A Plan due to these limits will be paid by the Company from its general assets. As explained below, for most UAL pilots, only Code Section 401(a)(17), and not Section 415, will actually require a portion of your A Plan benefit to be paid by the Company as a Non-qualified benefit.

First we will address Section 415. Under Code section 415(b), for 2001 retirees, the maximum amount that may be paid annually from a qualified defined benefit plan, as a single life annuity, is \$140,000. This limit applies to most employees at "normal" Social Security Retirement Age ("SSRA", age 65 to age 67, depending on year of birth). A special rule allows commercial pilots retiring at age 60 to receive this same limit at age 60. If pilots retire prior to age 60, the law requires an actuarial reduction to the limit from age 62 instead of SSRA. For all other employees, the reduction is made from the SSRA. Thus a commercial pilot retiring at age 59 suffers an actuarial reduction of 3 years while all other employees have a 6 to 8-year reduction at that age. (Note that the reduction to the 415(b) limit is separate

---

from the A Plan's 3% per year penalty for retirement and benefit commencement prior to age 60.) The new tax legislation modifies these rules substantially beginning in 2002. The law retains the special rule that allows the full 415(b) limit for pilots retiring at age 60, and defines the SSRA as 62 for all other employees as well. Additionally, the 415(b) limit is raised to \$160,000.

Therefore, beginning in 2002, pilots who retire at age 60 will get the \$160,000 limit and all employees including pilots who retire prior to age 60 will have that limit actuarially reduced from age 62.

Although an increase in the 415(b) limit is welcome, most United A Plan pensions are less than the 415 (b) limit, even with early retirement. Even if the mandatory retirement age increases to 63 and the special rule allowing the full limit to be paid to pilots at 60 is repealed, the actuarial reduction for retiring at 60 still would probably not affect many UAL pilots. Our 415(b) limit would still be reduced actuarially from age 62 as before.

The much larger problem for us is Code Section 401(a)(17). This is the limit on "considered compensation" which, beginning in 2002, requires us to count only \$200,000 in the FAE calculation for the qualified portion of our A Plan pension. That is a welcome increase from the current limit of \$170,000, but still limits our qualified pensions. (Note, however, that the maximum qualified A Plan FAE for a pilot retiring in 2002, as limited by 401(a)(17), will be only \$180,000, the average of the last three years' limits -- \$200,000 in 2002, \$170,000 in 2001 and \$170,000 in 2000).

### **SAN DIEGO CO LUNCHEON**

Jock: the following were at the San Diego luncheon:

Hugh Wilson, Ken Corrica, Roy Holmes, Bill Pauling, Robbie and Monty Duran.

Bill Pauling kept us entertained with his stories about the Paris air show.

Remember the first Tuesday of each month

*Bob Bowman.*

---

### **CHANGING OF THE GUARD AT SEATTLE**

Today, July 19, 2001, two men have volunteered to replace Ray Dapp and me as area representatives for RUPA. They are both very good men, and I highly recommend them as our replacements. Another nice thing is that they are of the next generation of retirees. They are:

William R. Brett, 41020-228th Ave SE, Enumclaw, WA 98022- 9056

Brent F. Revert, 226-18th Ave, Kirkland, WA 98033-4964 reveille1@juno.com

Both Ray and I have enjoyed being area reps, but the time has come for a change. We will be sitting back and enjoying the labors of the new men.

Best wishes, *Dick Wiesner and Ray Dapp*

*Our thanks to those two gents for stepping up to the plate to fill a couple of pairs of big shoes. RUPA depends on a continuing passing of the volunteer baton to stay viable. By the way, I need a phone number for the calendar. Ed.*

---

### **Seattle Gooney Birds Luncheon**

August 16, 2001 monthly meeting held at Marriott Hotel Sea-Tac

Thanks and accolades for Ray Dapp and Dick Weisner for years of service as Area Representatives, followed by jokes and memories of the airlines early days by our senior member, Norm Johnson (age 92 and still going strong) and Russ Stephens.

In Attendance:

Bill Brett,  
Ray Dap,

Bob Wulf,  
Russ Stephens,

Bob Berkey,  
Herb Marks,

---

Norm Johnson,  
Ralph Vrtacnik  
Dan Jessup,  
Jack Brown,  
Walt Fallon,

Tom Smith,  
Chuck Westfall,  
Jeff Roberts,  
Ken Case,  
Ray Hanson,

Gerry Pryde,  
Howard Holder,  
Harv Beery,  
John Cordell,  
Dick Anderson.

---

### Gold coast Group

The Southeast Florida RUPA group will begin to meet again in September. The lunches will continue through April of next year. Everyone who has attended one knows that we have a great time and we all hope to have a good crowd this season. Keep in mind that if you are not in attendance, you may well be the subject of the conversation. Sometimes we get a little desperate.

We plan to be at the same place, the *Flaming Pit Restaurant* in Pompano Beach. It is located at 1150 Federal Highway. This is across the street from Pompano Beach golf course on the East Side of the road. If you have a question, please call Jimmy Carter at 561 272-1860, or Stan Blaschke at 954 581-0145. If you would like to be on our postcard reminder list, call me, Jerry Bradley at 561 994-6103. Let us all prove to you that there is life after aviation.

*Jerry*

---

### WIDOWS COORDINATOR

Jackie Pancoast Abel, Huntington Beach, CA 92649-3024

Just a reminder:

RUPA Convention - LAS - Sept.24-27 - Harrah's Hotel

The registration form in the *RUPANEWS* states \$15.00 for registration and banquet. This means you will be a guest of RUPA at the banquet. You have a choice of salmon or prime rib.

Scotty Charnley, listed in the RUPA roster, will try to help you if you need a roommate.

We had many widows at the last LAS convention, and I hope this year will bring out many more.

Also all you *Capitaliners* --- the reunion comes about on Sept. 16 in DCA.

Companion passes --- nothing new, however I plan to continue to pursue this matter at the convention when I will have availability to people who are in a position to help us.

I would like to close with another thank you to all the widows who have sent their thoughts and prayers.

Every day the e-mail, the phone and the mailman bring messages of cheer and I love it. Thank you.

'Til the next time, *Jackie*

**ALLAN (AL) ANDERSON, LAX, ORD, EWR,  
DCA, HNL allanmary@compuserve.com**

Dear Jock,

Am mailing the first of my postage fee checks to Cleve today marking one year of retirement. In spite of a hectic year, some bad and some good, I recommend it. As my good friend Hamp Miller put it, in the next life I want to come back as a retired airline pilot.

I enjoy the publication. It is nice to hear from folks and I wish more would include their e-mail addresses.

Maybe you could do something to promote it.

Keep up the good work.

Al



---

**PHILIPP H. BAUMANN**—95 Keeler Dr,  
Ridgefield, CT 06877 ualflyboy1@hotmail.com  
Dear Cleve: Sorry I'm a little late with the post-  
age! It's been very hectic since retirement. Drs.,  
hospitals, kids, grandkids, etc. There is not time  
for work anyhow. How did we ever find time to  
go to work?

*RUPANEWS* is great! The extra articles on health  
and a/c related are always interesting. It's good to  
see so many names from the past. Brings back  
many memories.

Keep up the good work.

Phil

**C.Y. & KATHY BENNETT**—16971 Bolero Ln,  
Huntington Beach, CA 92649 (714)846-4941  
Dear Cleve, We are still looking for a home in the  
Mountain View, Sunnyvale, Palo Alto area so we  
can spend more time with our grandchildren. We  
would like to find something with in 20 minutes  
drive of Palo Alto so we can help with childcare  
when they need us. Prices are pretty scary  
though. If you or anyone reading this has a home  
they are considering selling, we would be inter-  
ested in a purchase without going through a real-  
tor.

We enjoy the *RUPANEWS* very much and really  
appreciate all the effort expended by the good  
guys who do the work required to publish it every  
month.

Thought I would mention that Frank Mc Elhoes  
has been under the weather for quite a while now,  
and a little cheering up may be in order here.

Thanks again for all your efforts for the rest of us  
out here. *Kathy, Aide-d-Camp to C.Y.*

### **HAL & SUZY BICKHAM**

This has been a very busy year for us. The oper-  
able word was: CRUISING, we took four of  
them! All were enjoyable, but more of that later.  
This is the first full year of retirement for us, and  
it has been enjoyable. As most retirees say, "I  
don't know how we ever found time for work be-  
fore retiring". Honestly, the difference is we were  
never able to plan more than a few weeks ahead.  
Now we can make plans as far ahead as we de-  
sire!

Much of our time has been spent getting our new  
condo finished and in proper shape. I think we  
are finally done.

Our daughter Katherine and her husband Brian  
come to visit often, as they live only 100 miles  
away. Brian helped me build an elevated work-  
shop in our garage. Their sons, Chris and Curtis  
have both made us Great Grand Parents! A boy,  
and a girl, respectively.

Our son, Lance, and his family came to visit us in  
July from Tennessee. They had a great time on  
the beach. His wife is Wendy, and the kids are  
Trina, Joshua, and Jessica.

### *The Cruises*

Our odyssey of cruises actually began on Decem-  
ber 26, 1999 with a millennium cruise on Celeb-  
rity Cruise Lines from San Juan, PR to San Diego,  
CA. Then a Greek Isles cruise on *Renaissance*  
from Athens to Istanbul in May. In September, a  
cruise on *Renaissance* from Istanbul to Venice,  
and finally, another cruise on *Renaissance* from  
Athens to Bangkok, 52 days.

San Juan/San Diego, Dec. 26,1999-Jan. 10, 2000

On Dec 26,1999, we left San Juan on our millen-  
nium cruise with ports of call at St. Thomas,  
Aruba, Cartagena. San Blas Islands, Panama Ca-  
nal, Acapulco, Cabo San Lucas, and San Diego.  
Suzy found the shopping in St. Thomas irresisti-  
ble, finding a beautiful loose emerald and various  
other items. Beautiful island, we'll have to go  
back and spend more time.

On Aruba we had an unforgettably rough ride  
around the island in a 4 -wheel drive. Recent rains  
had cut the trail in many areas.

Although we had been told Cartagena was unsafe,  
we had no trouble and found it very beautiful.

In the San Blas Islands, we were transported be-  
tween island by outboard canoes. We purchased  
several molas from the Indians. They all look re-  
markably alike as they are so inbred. That night,  
aboard ship we welcomed in the new millennium  
(or is it next year). All had a great time; some  
even swam in their formals.

On Jan 1, we passed through the Panama Canal,  
the first cruise ship to do so after Panama gained  
control. No problem.

The next 3 days we were at sea on our way to  
Acapulco. We did the usual, cliff divers etc. The  
last time here was in 1968.

We spent another day at sea on the way to Cabo  
San Lucas. We explored on our own, and later  
sailed around the harbor.

Another 2 sea days and we arrived in San Diego. All in all, a very fine cruise. We made good friends with John & Sharon Bush, of Scottsdale AZ.

We stayed 2 days in San Diego before returning home. While we were there we had dinner with Ferne & Howard Weiner, formerly of Honolulu.

*Athens/Istanbul, May 13-25*

On May 13 we left JFK for Athens and our Cruise from Athens to Istanbul. We were traveling with our good friends Norv & Jean Smith from Connecticut, and their friends Jack & Barbara, and John & Edie Douglas. We made a very compatible group. Ports of call: Santorini, Rhodes, Kusadasi sail-by of Mt. Athos, and Istanbul.

We spent 3 days in Athens before setting sail. We saw all the sights in Athens, Corinth, Delphi, and Sounion. Magnificent ruins of early Greece and early Christianity.

Our first stop was Santorini, a beautiful island created in a giant volcanic eruption and collapse about 1500 BC. It is generally considered to be the site of the lost city of Atlantis. It is a stark island capped with white buildings cascading down steep slopes, looking like snow-capped hills. Some of the best-preserved archeological ruins exist at Akrotiri, buried by ashes from the eruption.

In Kusadasi, we visited the ruins of Ephesus, probably the most complete ruins of an entire city. We were able to walk down the streets and see building after building. Also we were able to visit the house of the Virgin Mary, and the Church of St. John the Evangelist.

The next day we sailed along the shore of Mt Athos, where there are many monasteries built on the slopes. The ship could get no closer than 1600 ft. from shore because there were women aboard and the monks should not be able to see them. The following day we sailed through the Dardanelles, the Sea of Marmora into Istanbul.

Istanbul was an intriguing city, full of Mosques of all sizes. Churches changed into Mosques and back again, then into museums. We took a boat through the Bosphorus almost to the Black Sea. Saw a Russian sub coming out of the Black Sea. We spent 3 days exploring the city. All of us had a Turkish bath and massage at a 300 year old bathhouse. We flew back to JFK on May 25.

*Istanbul/Venice, Sept 5-21*

On this cruise, we left Istanbul and sailed into the Black Sea, visiting Varna, Bulgaria; Constanza, Romania; Odessa and Yalta, Ukraine. As could be expected, these countries were not as developed as western countries, due to the former Soviet influence. The Ukraine was better developed and seemed wealthier.

We revisited Kusadasi, Santorini and Athens, then two new ports in Greece- Katakolon and Corfu. A visit to Dubrovnik, Croatia proved very interesting, as no signs of the recent conflict were visible, the people were happy, and proud to be in control of their destiny. The old town was charming and gave one the feeling of being in another century.

Our next and final port was Venice, the Crown Jewel of our cruise. A wonderful, old Italian city full of history and beautiful sights. Two days there was not enough, so we have to go back again some time.

*Athens/Bangkok, Nov.18, 2000-Jan.10,2001*

The big one is yet to come, and since we have nothing on it yet, it will have to wait for another day.

Hal & Suzy Bickham

**HERB BREIVIK** 57-89 - hbreivik@hotmail.com

Dear Jock, I got to thinking the other day about all of us who write to this publication and how lucky most of us are. With so many bullets flying around out there, and most of us have heard a couple zing by our ear, anybody still on top of the grass has been lucky, and the older you get the luckier you are. Why me? Don't know. But I do know that every new day is a gift.

Regards, Herb.



---

**ALBERT L. BUFF**—1014B Harriman St, Great Falls, VA 22066

Moved back to Virginia after a 20-year stay in Florida. We built a small cottage right next to our old home which we bought in 1960.

The “golden Years” are more like “Coated Tin.”

For years it was golf or tennis five days a week, now it's pills every four hours!

Upon leaving Florida, I was diagnosed with Parkinson's disease, a real “bummer”, but at 77 years I am thankful for the good that life has given me!

My best wishes to all my old friends. *AI*

**CHARLES L. COREY**, P.O.Box 161 Evergreen, CO 80437

Dear Jock: Glad you're doing better after the hospital stay. Pray that the radiology tests give you a clean bill of health.

I continue to work with Habitat for Humanity bending nails and any other odd job they have, as well as being a Stephen Minister which is quite rewarding to me.

Emily and I went to England on a Friendship Force visit this past May. We had a great time and made many new friends. It was sad to see the numerous empty fields due to the hoof and mouth disease.

Check's in the mail to Cleve.

Chuck

**JAMES L. COX**— 3 N. Ponderosa Way, Evergreen, CO 80439 [jpx265@aol.com](mailto:jpx265@aol.com)

Hi Cleve, Enclosed is the annual check. Not much to report this year. We took a 75-day “around the world cruise” that accidentally included a collision with an oil tanker in the Suez Canal at 3 AM. We completed the emergency preparations up to jumping into the lifeboats. Luckily most of the damage was above the waterline. With almost 50 stops enroute, it was a fabulous experience. On board were 49 other retired airline pilots, many of whom have become close friends. Took a “Texas Caribbean” cruise last Oct./Nov., that was a hoot. All the passengers were cowboys.

My son is a Capt on the A320 and A330 (dual qualified) for Sri Lanka Airlines. Luckily, he was in Paris on a layover when the rebels attacked the Colombo airport, killing 20 people and destroying 3 Airbuses, plus damaging 2 more. We purchased a home in the Del Webb, Summer-

lin, retirement village, in Las Vegas, and will be moving there 1 November. Our new address will be 3137 Darby Falls Drive, Las Vegas, NV 89134. Until 1 Nov. we will be at the Colorado address. *Jim*

**MIKE W. CRAIG** P.O. Box 277 Oxford, MD 21654-0277

Dear Cleve: Thanks for the copies of RUPANEWS and nice note. I am sending you copies of cards from my father's days with United, which might be of use in your newsletter. He went on to American Export Airlines, American Overseas Airlines and finally Pan Am. I reversed course from Pan Am to United as has my son Scott.

My father flew the B-247 and I flew the B-747 100, 200, 300 & S.P. Scott is going into training to fly the 400. Three generation pilot families spanning Boeing, Pan Am & United are rare.

My brief career with United was interesting if not endearing. On my first UAL flight (JFK-NRT) we lost #3 climbing out of Kennedy. I told the passengers.

"Get your cameras out and watch the wing tips." We dumped 200,000 lbs. for max LDGW. At the terminal and after shutdown my ex-Pan Am flight engineer, with a smile, said:

"Mike, you've set a United record. They monitor the captain's fuel score. You've got two hours flying time and you're down over 200,000 lbs."

A few months later about 10 hours into a JFK-NRT trip a flight attendant came up and informed me that we had a passenger having a heart attack.

After talking with a passenger who was a doctor, he advised: "He is having a major heart attack and the first 2 hours are critical. With over 4 hours to NRT I opted to land at Adak in the Aleutian Islands. Deadheading Captain Bob Bragg (PAA/UAL), who was a good buddy, and First Officer at the Tenerife crash (564 dead) confirmed my calculations and I landed at Adak. The pax was taken to the Navy hospital and we continued on to NRT. I wrote commendations for all crew concerned and they received, "At-A-Boy, " baggage tags. I later learned the UAL, "Uppers", were furious that I hadn't obtained clearance from them for my command decision - middle of the night in Chicago and over 5,000 miles away.

Towards the end of my first year at 15 minutes after midnight, on a reserve day, scheduling called and said: "Be at LGA at six to deadhead to OHR



---

to operate to HNL to start a 10-day pattern." I responded. "That's the dumbest assignment I've ever heard. I'll fly our planes but I won't crash them." "Are you refusing the assignment?" "God Damn Right!" My Chief Pilot got me a Sydney trip to save half-a- month's pay, but the rest of my UAL reserve career was dirty duty.

However, the United people that I worked with, rather than for, were great and my retirement benefits were more than I expected, thanks to you guys.

Sincerely, Mike Craig

*Thanks for the B-247 cards, Mike, (you'll see one of them in this issue). Ed.*

**BARRY DAVIDSON** - '66-'99 - Lincolnshire, IL - hipster3@juno.com

Hi Jock: Year number two of retirement has gone by as quickly as the first.

Still working at the painting, wallpapering and re-decorating, interspersed with travel here and there. Am excited about a trip coming up in the Fall - a 12 day Elderhostel trip to Normandy devoted to the D-Day Invasion and related events. To enhance the trip, I am struggling at an attempt to learn French including a night school class and a CD program that I try to work at nightly. What a challenge but am trying to persevere.

Looking forward to the Convention in September. Many thanks to you and the others who make the newsletter and RUPA work so well.

Au revoir, Barry

**CARL DELEEUW**

cd310@aol.com

Sorry I am late but we were in Norway on a fjord cruise because of what we read in here about Joe Svendsens' trip. We contacted his Donovan Travel and signed up - great trip in a small coastal steamer!

If there are still any China-Burma-India veterans to come out of the woodwork, we are running the National Convention again, this time in Oklahoma City. August 27-Sept 2. Disbanding the national organization in 2005 but keeping the locals. Everyone has fun, so if you know of any from that theatre let them know please. We are healthy and busy, busy busy! We appreciate all the work to keep this *RUPA NEWS* going strong!

Carl and Denise

### **TWA Flt. 800 Critic Dies**

Lt. Cdr. William S. Donaldson, 56, a retired Navy Attack Pilot, a nationally recognized aircraft crash investigator and local member of the Planning and Zoning Commission, died of a brain tumor August 22 at the Charlotte Hall Veterans Home in St. Mary's County Maryland.

Bill Donaldson was an All-State football player at the Rancocos Valley Regional High School in New Jersey where he won a Football Scholarship to the University of Maryland and has since been inducted into the RVRHS Hall of Fame.

He joined the Navy and entered flight school in 1965 and in 1968 he flew more than 70 Strike missions over North Vietnam and Laos in an A-4 Skyhawk off the aircraft carrier Intrepid. In later years he was the Air Traffic Control Officer on the carrier Forrestal and flew an A-6 Intruder off the carrier Eisenhower. In the mid 1980's he was assigned to NATO in Naples Italy as a Nuclear Weapons Targeting Officer. Over his career he held assignments as Safety Officer and had extensive training in aircraft crash investigation and investigated numerous crashes, including one that was accidentally shot down by a missile. Bill was awarded the Defense Meritorious Service Medal; the Air Medal, 7th Award; Navy Commendation Medal (with Combat "V") and numerous other medals and awards.

Bill retired from the Navy in 1991 and moved back to his family home on St. Clements Bay where he took up farming and was appointed to the St. Mary's County Planning and Zoning Commission. In 1997, after reading an editorial by the Chairman of the NTSB about the tragic crash of TWA Flight 800, Bill had a letter to the editor published in the Wall Street Journal that began a 4-year effort to bring to light the true cause of the crash. Over that time he was interviewed on several hundred radio programs and appeared on several national TV broadcasts as an expert aircraft crash investigator and vocal critic of the NTSB and FBI investigation.

He founded the Associated Retired Aviation Professionals (ARAP) and started a website, twa800.com, [*linked through rupa.org*] to document the many discrepancies in the "official" version of the crash and to the end remained committed to proving that the aircraft was shot down. He was not

---

alone in this crusade as there are hundreds of other aviation professionals who will carry on the fight.

Bill is survived by his wife Joyce, one son, Michael of Houston TX, a daughter, Teresa of Avenue, Maryland, three grandchildren, Christopher, Hailey and Hana, one brother, Robert who lives in Falls Church, Virginia, and two nieces Jennifer & Jessica.

**W.E. DUNKLE** 670 Camino Concordia, Camarillo, CA 93010 8/8/01

Dear Jock: It's my birth month and time to check in. I'll be eighty-four and grateful.

There are some good and bad things about being my age. One of the good things is the way young women see me as absolutely harmless. They smile, say hello, and beam as I go by. If the same things had happened sixty-five years ago, I'd have gone home and died of sheer anticipated ecstasy. On the bad side of eighty-four is the tendency of some store clerks to nod and say, 'Hello young man, how are you?' It's the 'young man' thing that drives me up the wall. It's like being asked if I'm the last living survivor of the Civil War.

Thing is, when it's all averaged out, times are pretty good.

Thought you might be able to use the two enclosed remnants of U.A.L. history.

Best Regards

Bill

*Thanks for the memorabilia, Bill, it will be put to good use. I know what you mean about the "Young man" thing. I'm not yet 70, and they pull that on me too - aggravating, isn't it? Ed.*

**ERNEST L. (LES) EATON**-- 3020 NE 51st Street, Lighthouse Point, FL33064  
leseaton@worldnet.att.net

After 35+ years I finally decided to bail out and let the young guys run the airline. With a little luck they won't have some of the problems we did.

As a retirement present to myself, went on a 72-day world cruise to 28 different ports, many of which I had never seen, and as an added bonus there were 25 single ladies on board. Think I'll go again next year

The weather here in Florida is great, I'm healthy, the water's warm and my boat is still floating, so

guess I can't complain about anything.

Regards,

Les

**EDDIE EDWARDS**—8 Crocus Pl, Menlo Park, CA 94025 emejean@pacbell.net"

95 years, and I am still able to play golf a couple of times a week.

A short time ago I received a phone call asking me for information on Grant Donaldson. In the late twenties Grant cracked up a Boeing 40 in the mountains north of Medford. He was badly burned trying to rescue the one passenger. When he recovered he became field manager at Bakersfield and later a dispatcher. We were teamed together for several years. The person requesting information on Grant said the remains of the plane had been removed after seventy years and were now being rebuilt with the intention of flying it again. We agreed that we would keep in touch by e-mail but I became so interested in the conversation that I forgot to get the address. Does anyone know who is doing the rebuilding?

Eddie

**WILLIAM ENGEL**—68 Penny Ln, Easton PA 18040

Dear Cleve: Not much new to add this year. No air trips and only a couple of auto trips along the East Coast. I passed the driving test last year, but my right eye was not much help. The left eye is good, but if it turns bad I'm through driving.

Both eyes have macular degeneration.

There has been lots of activity in several sports during the year from granddaughter (sophomore) and grandson (senior) in high school.

I'm playing in a golf league this year and I'm not delighted with my performance. And so goes

My regards to all. *Bill*

**KENDALL W. EVERSON** - - 314 Narcissus Avenue, Corona W Mar, CA 92625 keverson1@juno.com 1952 to 1981.

It is hard to believe it has been 20 years since receiving the last salute from the push-back crew at Hilo. It must be so, however, since my family seems intent on having a 80-year birthday party, and there is nobody else around here anywhere near that age.

This year (2001) has been pretty well taken up

with radiation treatments for the lymphoma that returned to plague me last February. I don't think I am "out of the woods" with it yet, but must assume the treatments are somewhat effective, since I am still alive. The treatments are physically debilitating, which very much limits my activities. Incidentally, sometime during the past year, some kind RUPA member called me offering, to share his experience and wisdom regarding lymphoma. Our answering machine garbled his phone number and I was unable to return his call. If that person should recognize himself I would welcome another try.

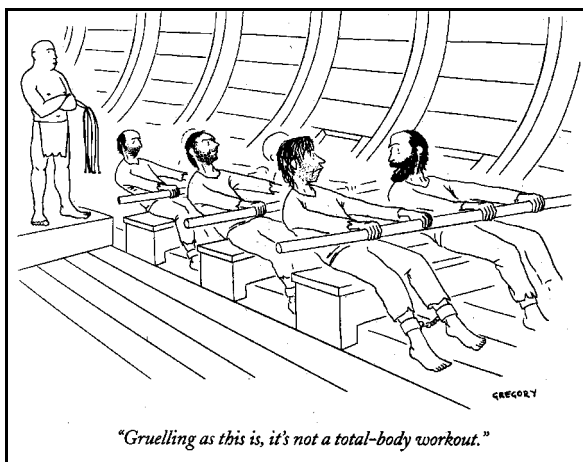
The year was marred by the death of my good friend Don Sauser, designer/builder of a beautiful replica of the Curtiss Hawk P-6E pursuit plane in U. S. Army Air Corps service in the early 1930s. Don's and my health both began failing about same time, but not before we had completed the FAA. required test program. The airplane now rests in a hangar at Corona Airport, (California) its ultimate destiny still

undecided. While it lasted, the airplane was a kick to fly, and kept me feeling young in spite of the reality of the fast marching years.

Needless to say, our travel has been minimal since the onset of the lymphoma. This, no doubt, will be good news to all of you out there in RUPA Land who are less than thrilled by travelogues!

I cannot close this letter without expressing our thanks for the fine work of editing you are doing, Jock, and our thanks also to all who do such a great job of getting out monthly newsletter, as well as all the others who keep RUPA going. Check is on its way to Cleve.

Ken & Barbara Everson



**CURTIS R. FOLLANSBEE**—1579 E Richmond Ave, Fresno, CA 93720 1946-1979  
Greetings Cleve, Four score and two years ago, my parents brought forth on this continent a new baby boy and named me Curtis. It seems next to impossible to accept the fact that my lifespan, to date, equals the period between Lord Cornwallis' surrender at Yorktown and Abe Lincoln's speech at Gettysburg. I have thought of that span of years to be considerably longer than my 82 years. You have found my check in the amount of fifty dollars as my contribution to the postage fund. Please accept my apologies for missing last year. I am now largely recovered from the illness, which had me on the ropes last year. *Curtis*

**GARY GORE**—6908 N. Village Rd, Parker, CO 80134

It has been a great and busy year! We rented Ed Kimbal's apartment in Paris for the month of September. (Ed always advertises the apartment in the "ALPA" magazine) It is a two-bedroom, two-bath modern, furnished "American style" in a fine residential district of Paris. September is a good month for visiting Paris. The weather is perfect and the crowds are gone.

Our only daughter was married, here in Denver, in February. It was a beautiful, elegant three-day celebration. Preparing for the wedding kept us near home base all winter.

Immediately following the wedding we did go to Vail for a week. We rented a five-bedroom house, and our brothers, nieces, nephews, who had come from away enjoyed a week of skiing and family fun.

Our recent big event was that Marian had a total hip replacement. It had gotten to be very painful and was interfering with all our great retirement plans. All went well and she is home recuperating. We expect to be back to our beach walks and golf in a few months.

The beach walks will likely be on the East Coast of Florida this winter. We are beginning a search for a rental for the winter months in Palm Beach County.

Our email address is <mariangore@hotmail.com> or <gm gore@aol.com>

Cheers to all and especially the hard working staffers and stuffers. It's a great publication and we enjoy every page. Best to all, *Gary*

---

**BUD & CAROL GRANLEY**—5208 134<sup>th</sup> Pl.  
NE, Bellevue, WA 98005

Hi Cleve: It's great to read what other folks have been up to. Thanks for all of your work in putting it together.

I stay busy flying, preparing for, and hustling air shows for my T-6, and Yak, and Fouga. It's been a great year for flying other folk's planes. I've been flying member rides for the Olympic Museum in the P-5 1, and Skyraider. It's a great little flying museum in Olympia, WA.

Other flying planes are the TBM, Corsair, replica Zero, Strikemaster jet, L-39, and T-6.

I just returned from ferrying a Yak-9 to Alaska and back. Now I know why the owner didn't want to take it there himself, I felt like the ferry command of WW2, but without 02, or instruments.

Carol and I took our daughter, Stacy, a junior in high school, to Paris for Spring break. We couldn't get to Hawaii and back so checked out the loads to Europe. First class there and back on the beds of the 777 was terrific. We spent 4 hours on a ground delay in Paris, but who cared, with treatment like that.

My son, Ross, is flying 777's out of Seattle, so we spend a lot of time together working on planes. Debbie is in training with Alaska on 737's, so my passes to Cabo will work better. I hope to see you in Hawaii and do some glider flying some time this year.

Regards, *Bud & Carol*

**ROBERT E GRUBER**, PO Box 663, LaConner  
OVA 98257

It is time for my annual letter. This year it will be "T". I was recovering nicely from my hip replacement and trying to think of an appropriate letter for this communication. My room mate suggest the letter "T" because we were both thankful to be alive, in good hands, recovering better than expected, thankful we lived in the U S of A and had a lot of friends.

I am thankful for my airline friends over all these years. I just wish I could remember his name,  
Thank You, Bob

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

**Harry W. Huking & Transocean Air Lines**

*By Bob Boser*

HYPERLINK "<http://www.AirlineSafety.Com>"  
[www.AirlineSafety.Com](http://www.AirlineSafety.Com)

Here is some information that might be of interest to those who knew Capt. Harry Huking:

I purchased a book in a second-hand bookstore today. The title is: *Transocean: The Story of an Unusual Airline*.

The author is Richard Thruelsen and the copyright date is 1952. There is an address sticker on the inside front cover. It reads: Sheldon E. Riveroll, 1457 Edgewood Drive, Palo Alto, California  
Four pages beyond, is Capt. Harry Huking's business card, taped to that page. The card itself says: United Airlines (the old shield with red on the top, white in the middle and blue on the bottom)  
Harry W. Huking, Captain, United Air Lines, Honolulu Operations Division, San Francisco, Calif.

Then, written on that card are the words: "Shel-- Well, sleepy boy, we will be around to see you when you wake up! Thought you might like to read this book if you haven't already done so--- regards, Mary & Harry"

On page 47 (chapter 3), the author talks about Orvis Nelson, "...a United Air Lines pilot for ATC..." and how he had been doing a lot of thinking about new airline business to be had at the end of the war.

"Most of the United pilots gathered out there on Okinawa for the Purple Project felt about the way I did--that the company ought to get into the trans-Pacific or trans-Atlantic field after the war. We knew that there would be a number of additional companies certificated to fly both of the oceans just as soon as the fighting stopped. And those of us who had piloted the ATC routes had a taste of flying to faraway places and we liked it. "We had plenty of time to talk about all this while we were sitting around waiting for something to happen on the Purple Project. Two typhoons came in and hit Okinawa, one right after another, and the high brass decided that we would have to wait for calmer weather. So, after we'd seen the island and looked up everybody we knew in the cemeteries, the United bunch just sat around and talked. I think there must have been about 20 of us-- there was Harry Huking, who was a senior

---

United pilot, and Sid Nelson, who had been active in the Air Lines Pilots' Association with me, and my radio operator, Sherwood Nichols, who is now a director of Transocean. And a number of others." [I believe the author was quoting Orvis Nelson]

The author continues to quote Nelson about their discussing going it on their own (for a new airline to Japan), if they couldn't convince United management to expand into the Pacific as soon as the war was over.

On the edge of that page is an "X," followed by Huking's writing that says: "True, beyond all question of doubt." Then, he signed his name, "Harry W. Huking."

At the bottom of page 49, Huking wrote: "Dusty Rhoades," following a paragraph that refers to "An old friend, Colonel Dusty Rhoades--Macarthur's personal pilot--seemed a likely emissary and so Nelson wrote Rhoades and asked him if he would be interested in exploring the possibilities of such a project with the American brass in Tokyo."

On the last page of the book (241), is pasted a short news clipping. The writing on that clipping says:

"Palo Alt Times, Sept 2, 1960" It appears to be Huking's handwriting. The clipping says:

"Transocean sells airline fleet to Newark firm"  
"OAKLAND, Calif. (AP)---

"Fourteen double-deck Stratocruisers once valued at 14 million dollars were sold as scrap Thursday for \$105,000. "The big airliners, once the pride of Transocean Airlines, were bought at auction by the Airline Equipment Co., Newark N.J.

"Transocean went out of business early this year. At one time it was the world's largest non-scheduled carrier."

Robert J. Boser  
Editor-in-Chief  
AirlineSafety.Com

**CHET HECTOR** 4839 Cabrillo Pt. Byron, CA 94514

Sorry to be so late. Barb and I are doing quite well health-wise. I can still see and my PSA is 0.2. We spent the winter at our pad in Indio, then our month in Kona & so far this summer: boating and RVing--so busy!

On April 6 UAL celebrated its 75th Birthday---

after all these years I realized I am three weeks older than the company!!

Hope the E-mail works.

Chet

**MEL HEFLINGER**—528 Via La Selva, Redondo Beach, CA 90277

While going through some old "stuff" we ran across something Mel wrote when he was nine years old entitled "Dreaming of Learning to Fly." There is a picture he drew of himself in bed and in a "dream balloon" is a red biplane. Here is what he wrote.

"One day, as I was standing around an airport, an aviator walked up to me and said, "Would you like to fly?" I said, "indeed I would!" Then he pointed to an aeroplane out on the field and said to me, "Go climb in the front seat." I did. He climbed in the back seat and started the motor. In a minute we were rising from earth. Then he said to me, "Can you turn it?" I said, "I will Try." Slowly I turned it and in a few minutes we landed. Then I went home. Suddenly I heard someone calling, "It is time to get up, and I found it was only a dream!"

He still dreams of flying. The most recent one was that he, Jim Turner and Bill Horn were flying down a road trying to find their way in horrible weather to Las Vegas!

Mel doesn't know I'm sending this in. I'm sure his mother corrected it before the final draft or the punctuation wouldn't be right or the spelling! Ha!

*Dot Heflinger*

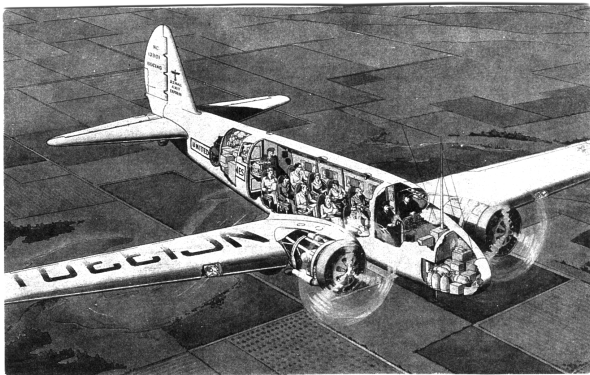
**C.F. "HANK" HENDERSON**, 3535-265 Linda Vista, San Marcos, CA 92069 11/41 to 04/80  
Dear Jock: I noticed the letter from Norm Johnson in the August issue of *RUPA NEWS*, wherein he tells of a bulletin from the Air Museum of Boeing Field stating that only two UAL Boeing 247 pilots are still living. As Norm pointed out, there are several who are still alive and kicking!! To name a few- Norm Johnson; Milo Bacon; Ed Nibur; Otis Kline; myself, and I am sure at least five or six more. I am quite certain that many of the early Tracy boys also flew the "247". Milo Bacon gave me my first "247" time in 1941.

I obtained my ATR in NC 13333 along with Herb Nywening, Gifford Markeson and Bill White. I also have a few hours in NC I3345, but most of

my 441 hrs,07 mins. of 247 time was in NC 13365, UAL's research airplane. In March 1944, I was assigned, along with "Old 365", under a contract UAL had with the Aircraft Radio Laboratory, Air Materiel Command at Wright Field, Dayton, Ohio. We did a lot of "HUSH-HUSH" work such as radar development, radar and TV bombing, as well as developing the ILS into a modern, steady state, from the German Lorenz pulse system, which was very erratic and "brain boggling"!

We also developed a VHF homing system for the Navy for Carrier return without disruption from the Japanese. This was a 24-course display and led to the modern VOR system. A lot of time was spent improving the IFF (Identify-Friend or Foe) system.

I had the left engine prop run away on "365" about 60 miles north of Wright/Patterson. Couldn't feather it, but made it back to base OK on one engine. Don Crowell was my co-pilot for most of the time at Wright. Great guy, fine pilot! I don't know if he is still around. Jack Starr took over on this assignment after I returned to the line in October 1944. He'll have some stories to tell!



On a later occasion, I was pulled from the line to fly "365" on a wing de-icing test. One wing was coated with "Icelac" and the other with some other "gunk"! We flew to Cleveland and then NW across Lake Erie in heavy, wet stratocumulus clouds. We found the ice they wanted all right, but neither system worked, and I let the "engineers" talk me into staying too long down in the stuff until we couldn't climb!! Made a straight in, range approach to Detroit City and had to carry about 75% power to a three-pointer at DT!! It took PCA (Penn Central) crews about an hour to de-ice us!! Incidentally, "Old 365" had 2I exterior antennae on it. At normal cruise power we could

only true 140 mph!! Hank Dozier was my co-pilot on this flight. Hank was later killed on a DC-6 hood check out on Long Island: Number four stayed in reverse after a touch and go landing! The "247" had some good points and some bad ones. The wing was stiff!! This made for an exciting ride in rough air! As Norm pointed out, the gear was electrically operated and the emergency extension was via a vertical bar to the right of the co-pilot. It took 50 pumps of this bar to get the gear fully down. It was said that the principal qualification for a "247" co-pilot was a strong right arm!! The master switch was a small, vertical bar - PULL UP-ON, PUSH DOWN-OFF. It was easy to accidentally knock this down, thus killing all electrical power! I know. I had it happen! The "247" had no flaps, so "247" pilots were very proficient at slipping! It also was a "floater", so on-speed at the boundary was important! It was not a large airplane when compared with the DC-3, so tall people did a bit of crouching and the aisle was narrow. The main wing spar carried through the cabin and required stepping over for cockpit entry. Another feature was the automatic mixture controls. This usually worked quite well, but would sometimes surge badly, and we'd go back to manual leaning. For its time and design the 247 was a great step forward, but it "killed itself" by forcing the development of the DC-2 and DC-3.

UALTC (UAL Transport Corporation) got rid of most of the 247s in the late '30s. I know some went to PCA and some to a Mexican airline named LAMSA in the '40s. I'd like to know what happened to my "buddy" NC 13365.

Sorry to make this so long, Jock. The memories just keep flying back! One more item – as I recall, a couple of 247s were occasionally used in the late '30s and early '40s for shuttle operations between SF-OA ; OH-LK; and DV-CX

Warmest regards to all.

Hank Henderson

*We're always pleased to print any memories of past flying times – especially as they pertain to UAL; so you old timers (older than me, that is) keep those letters coming. Ed*

**Did you know that the last two years of the RUPANEWS are available on the RUPA Web Site, [www.rupa.org](http://www.rupa.org)?**



---

## RICHARD A. HOEFER

Hi Cleve, I wrote a rather long letter about last year but it looked more like a logbook than a letter, so I've condensed it a little.

It was a rather slow year for the AFS, our exchange student organization. People are a little burned out and need a breather I guess. But E-mail is great. We keep in touch with a dozen kids, or so, all the time. A Turk in Australia, an Australian in Canada, an Italian in France, and a Greenland Eskimo in Scotland, among others. People sure get around these days.

We went to and around Europe on UAL and Lufthansa this spring, visiting some of our kids (anyone 40 or younger is a kid to us). Came back for ten days and then went to Osaka. We were the honored guests at the wedding of a young girl that we have known for some years now. 200 guests in black suits and kimono and only 2 sets of round eyes, Marie and I. Marie spoke in English and I spoke in Japanese. I was so relieved when they laughed at my joke because then I knew they understood what I was saying. It was kind of amazing because Marie and I were not nervous at all. I guess it was because we were talking to Miwa and Takashi and the rest were just listening in. It was a Eastern/Western wedding with a 13-course dinner, ending with steak and lobster. I've never seen anything so fancy.

Marie flew last year's "Palms to Pines" air race and is getting ready for this year's. Marie and I worked the start of the all women's "Air Race Classic". She was a timer in the tower and I was a starter at the end of the runway. I was on TV for a nanosecond. How about that!! Very interesting bunch.

We're going back to Europe in September to catch some of the kids we missed on our last trip and then to Japan for the cherry blossoms and some quiet time. Matane!! *Rick*

**PAT HOUCK**—8325 Thornhaven Ct, N. Richland Hills, TX 76180

To All of Our Family and Friends:

As many of you already know....and many of you will be surprised, Jackie and I are moving to Texas! This all happened very quickly. Son John has been urging us to move near him, so we said why not. Went down for four days, found a very nice house and bought it. Came home, put ours

on the market and sold it in three days. (Yes....we did ask enough for it). So.....as of about the 5th of Aug., we will be at: 8325 Thornhaven Ct., North Richland Hills, TX, 76180. That's in the Dallas-Ft. Worth area, 15-20 minutes from DFW. Don't have a phone yet, but will let you know when we get it. This computer will be off the air in a few days and probably not get setup for a while, so hold up on the email so I don't have 1000 messages to plow through. We'll be in touch. All the best to each and every one of you.

Pat & Jackie

**HOWARD P. HUNTER** P.O. Box 1835 Pinetop, AZ 85935

Dear Jock: Another year, and all going well in the Hunter household. We still spend half the year in Tucson, and the other half in Pinetop, AZ.---- Great contrast in weather, and only a short 3 1/2 hour drive.

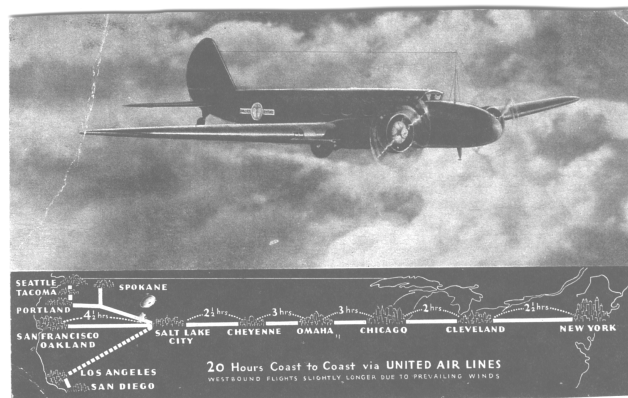
I was interested in Norm Johnson's letter about the B-247. I was probably one of the few "Tracy Aces" that was lucky enough to fly it in schedule. I had just been assigned to my first base, Salt Lake City, when I was given a two-week special assignment to Denver to fly the Denver- Cheyenne Shuttle----in the B-247. It was great fun, but it was very shortly after that the B-247 was phased out. So, Norm, you're correct. You're NOT just one of two left, and I plan to be the last, anyway, in at least 20 or so years.

Postage check direct to Cleve

Thanks to all the folders & stuffers. It's always good to hear what everyone is doing. Fewer and fewer names that I remember.

Best to all.

Howard



**TOM HURST**-PO BOX 4479, Pinehurst, NC 28374-4479. '56-'86. IDL, EWR, LGA,ORD.

Last year went about as normal as ever, six weeks on Maui at Kapalua starting mid January after a bit of MOHS surgery for a small cancer on my nose. Treatment was successful and there has been no recurrence. In July we had a nice trip through some of the western national parks. The biggest event for me happened 10 days after my 74th birthday when I shot a 73 on the golf course. My first ever age or better score! Later in December, I made my first hole-in-one!!

We still go to Denver for our dental work as our son has a practice there. Talk about your tightwad image. Actually till all the incidental expenses of family entertainment, etc, are covered, it might be cheaper to have local coverage. Betty and I seem to be holding our own healthwise and we thank the Good Lord for that.

This is my first attempt at email for this letter. Just got my laptop last December. Computers are a lot like golf. Both can be a lot of fun but also very frustrating at times. We feel we have to join the modern trend or be left behind. The best part is you don't really have to know how to spell any more. The machine points out all your mistakes and offers the correction. Modern technology is wonderful.

Tom

*Tom: don't be too confident of the spell checking abilities of your new machine. Consider the following, Ed.:*

*Eye halve a spelling chequer it came with my pea sea*

*It plainly marques for my revue*

*Miss steaks eye kin knot sea.*

*Eye strike a key and type aword*

*And weight four it two say*

*Weather eye am wrong oar write it shows me strait a weigh.*

*As soon as a mist ache is maid It nose bee fore two long*

*And eye can put the error rite Its rare lea ever wrong.*

*Eye have run the poem threw it I am shore your pleased two no*

*Its letter perfectawl the weigh*

*My chequer tolled me sew.*

Thanks to Ricky Davidson for submitting it.

**JIM IRWIN**— 7106 Fallbrook Ct., New Port Richey, FL 34655

Dear Cleve, Gee Whiz, the *RUPANEWS* is sure getting thin- -not many pages at all. Do you think the problem could be too much censorship? [*The problem was, as you refer to in the next paragraph, our Editor being on the sick list and two of we amateurs having to put the last issue together, Cleve. Sorry about that!!*]

Sorry to hear about our Editor being under the weather. Please advise him that we wish him well, and hope he recovers quickly. Could his problem be caused by too much censorship too? [*What some call censorship, Jim, others call courteous restraint. Anyway, it was probably a surfeit of Resident Putsch's Administration that made me ill. Ed.*]

We lost a former PIT pilot a couple weeks ago; Joe Sabal. I was Joe's copilot many times, and he was tops. I recall when I first came on the line, I had a trip with him (DC-3) from PIT-DCA-BAL-PIT. Nancy Palmer was a hostess, and after TO from BAL, she came up and asked us if we wanted to eat (a boxed lunch). Joe told me to go ahead, but I insisted that he eat first, but Joe insisted that I eat first. I ate the fried chicken, and Nancy came up again and said, "Gee I'm sorry we don't have any more." I felt so small, and apologized, but Joe would have no apologies. Going into ELM one time, Joe said, I want to land on R36, and turn off on R27, which was only about 500' of concrete to land on. Joe came in at about 75 mph, landed on the end of R36, three-point, and turned off on 27 with very little braking. He was a tremendous guy, and when asked where he wanted to fly on his last trip on the airline, it was thought that he would pick HNL, but not Joe; he flew his last trip on the 747 from ORD to PIT. I have always said that if anyone couldn't get along with Joe, they won't get along with Christ. We all miss you Joe so very much.

Enclosed is my check for whatever. JRI



---

**DOUG AND ROZ JOHNSON**

Another year plus a month has passed since the last check for postage so here it comes. Sold our place in MN and are now settled in FL for the duration. We live at PGA Village, which is the home for the 2001 ALPA Golf Tournament so hope to see a lot of the golfers down here in Oct. Thanks for all your efforts in sending out the *RUPA NEWS*.

Doug & Roz

**MARGARET B. KUHN**—1153CamiVelasquez,, Green Valley AZ 85614

When I wrote last year, my daughter and her husband were expecting triplets. In June, they had three healthy boys all over five pounds. They are a year old now and very active. Wally would have been happy and pleased.

I have spent my spare time in New Jersey assisting with their care. My dues are late but I hope, you will understand. The *RUPANEWS* is great and I even recognize a few of the names. Sincerely,  
*Peggy* mmkuhn99@aol.com

**ROBERT M. HARTKOFF**—521 County Downs RD, Montgomery, AL 36109

A note regarding Blue Cross/Blue Shield of Illinois. We recently received (8) pieces of mail from them making no sense. One piece said only, "An explanation will follow." My wife (who is retired from UAL and has her own policy) called BC/BS and the lady with whom she spoke had a great deal of difficulty explaining anything. Fortunately, my wife keeps a list of what we send in. When she checked her list and found that what BC/BS said was a payment to us because our doctor was not a PPO (something that has never happened before) was really part of my wife's prescription reimbursement. I didn't receive payment for my prescriptions and the form was sent IN THE SAME ENVELOPE as my wife's. They said they did not receive my paper work, which was not true, as they paid her claim. This has happened several times in the past and we have to re-submit. It also takes as much as nine months for some of our claims to be paid. My wife finally got a FAX number from them to pass on to our doctors so they can FAX info to them. (That was always their excuse for not paying: not enough info.)

Sure would like to know how much UAL is saving dealing with BC/BS instead of Connecticut General. It is a constant aggravation dealing with this Company!

Please keep records of what you send in as there are probably a great many claims being "lost!" Inefficiency seems to be the mode of the day!! I'm a little early this year. As you can see, my wife is a little ticked off at BC/BS.

Bob

*Bob, I hope that you copied Dan Jessup on this; he is the volunteer who is collating BC/BS complaints for forwarding to the MEC R&I Committee so that they will have a record of complaints to try to have the situation corrected. He will likely read this and take action, but in future all members should keep him advised. Tell your wife that if she ever figures out how the "bank" system works at BC/BS to let me know – after numerous calls it is still a mystery to me, occasioning a blizzard of bumph from them to advise me that they've paid another pittance to some supplier or*

**RALPH LARSEN**--Santa Rosa, CA CG, ORD, SFO 44/80

81 in June! You'd think I'd have sense enough by now to stop riding motorcycles! But I guess not. Have been riding and enjoying it for 25 plus years. But I went a bit too far. Came nose to nose with a car in a parking lot on a blind corner around a little coffee stand. Had to clamp down on the front brake. The wheel was cocked a bit, and it flung me down and busted my right hip! DRAT! (Came at an awkward time. Wife Helen was almost over her bunion operation.) So now I've got a new hip. It's been about 8 weeks, and I'm walking fairly well with a cane. Hope to be able to drive, soon. And golf again before too long! (I gave up and sold the motorcycle!) Y'all be careful out there! Ralph  
(Would you please correct my E-mail address in our address book: lars747@sonic.net)  
*Dammit, Ralph, you're too old to be a hippie – even a busted one. Stay well and stay off bikes.*



---

**WILLIAM W. LAWRENCE**—21720 116<sup>th</sup> St. SE, Snohomish, WA 98290

Hi Cleve, twenty four years retirement coming up on August 3. It slipped by last year before I noticed so the enclosed check will cover for '00 and '01, I hope.

Nothing exciting going on here. Anyway, at my age, who needs excitement? I'm happy enough with a good wife, family and good health.

Thanks for all the work you guys do. *Bill*

**DEL LEAVITT**—6505 Puerto Dr, rancho Murieta, CA 95683

Dear Cleve, Sorry to hear that Jock has been under the weather. I hope to hear that he is well soon.

You should notice that I am not late with my dues this year. I have no excuse for this but just maybe my forgetter had a temporary lapse. I promise to work on that for next year.

All my family is well and I hope all my United circle of friends are the same.

Sincerely, *Del* Leavitt@murieta.com

**BRIAN LEIDING**—235 Bahia Point, Naples, FL 34103

Dear Cleve: Cindy and I have had a good first year off the line. Some traveling, but better yet, staying home in my own bed. All the worries about having too much time off have not materialized. Just when we think we will have a break, something else comes up. My only complaint about retirement is that I cannot call in sick to get more free time. Between sailing, golf, and just plain putzing around, our time is full. Cindy is still working part time (I think to get a break from me).

I am sorry for those still left on the line. It seems that Goodwin does nothing but take them deeper in a hole.

Brian & Cindy doublehulls@cs.com

**DAVID L. LINK**—10767 E. Santa-Fe Trail, Scottsdale, AZ 85262 dvdhik@cs.com

Hi Cleve, What a year I'm having! Don't remember if I mentioned in last July's edition my big adventure. I fell from an 8½' boulder managing a half gainer, rolling into a cactus. The result was seven hours of neurosurgery to repair a shattered vertebrae and a tear in the spinal cord. One month

in hospital and rehab, and three months in a neck to hip cast. Physical therapy and the gym have me back to near normal. I have been able to fish Mexico, Costa Rica and Wyoming, hunting trips to California, New Zealand, Kansas and Africa this year.

Travel on UAL has been great. Shuttle is always coach, but I seem to always get where I'm going. All the international trips I managed First Class. First Class is better! Also, our Star Alliance partners have been generous in their SA travel.

One more year before Medicare. I must say that Blue Cross/Blue Shield have been great in taking care of the unbelievable medical bills. No problems!

I will be moving somewhere from Arizona. The house is up for sale. I have the farm in Kansas, but it's not a full-time place for me. Perhaps the beach property in Costa Rica; Europe? Asia? Perhaps back to Seattle. Choices, choices.

Check has been sent for postage and a stipend for the folders-staffers. Best regards, *Dave*

**HAROLD C. LLOYD, JR**—147 Cardinal Dr, Toms River, NJ 08755

Dear Cleve: I received the June 2001 issue of *RUPANEWS* and found that I was not going to "expire on-07/16/2001", but rather it "Renew on: 07/16/2001." "Expires on" always seemed like a pronouncement of impending doom.

Enclosed is my birthday check. It doesn't seem like I am three years into retirement already.

Jane and I continue to spend the winter months at our home in the Florida Keys and the summers here in New Jersey. We take our time driving up and down the east coast, staying with our son in Maryland and our son and our daughter in Florida on the way.

I have a correction for my e-mail address since Alta Vista stopped being a provider. It still is: hlloydjr@aol.com. Also our address in Florida is: 146 Gulf View Drive, Islamorada, FL 33036. (305) 664-2482.

Keep up the good work providing the news of our fellow retirees. It's good to keep track of everyone.

All the best to all out there.

Harry



---

**KEN & BRIT LUND** 341 Delido Ct., Punta Corda, FL 33950

Hello Cleve, Jock & RUPA,

Approaching the first anniversary of retirement and thoroughly enjoying this lifestyle. Aside from a couple cruises and visiting Bill & Mary Gage Campbell in their Windy Hill (Myrtle Beach) oceanfront pad, the year has been consumed with the myriad details of building a new house. Looking forward to next year when we can catch up with the S.W. FL and McHenry groups. Many thanks to our West Coast brothers for their RUPA efforts.

Fraternally,

Ken

P.S. Belated thanks, Jock, for your active duty ALPA work. I subscribed to the *Bayliner* for the rest of my career after leaving SFO (747 F/O) and felt it was the most effective of many publications.

*Thanks for the belated kudos, Ken. Funny how times change. At the time, I could really have used them. I was berated by many as some kind of pinko-comsymp for merely advocating unionism in a union publication.*

*Now, it seems, everyone claims to have been an*



### **MEC Retirement & Insurance Committee**

Weekly News for August 11, 2001

*"Buyer Beware" for Long Term Care Insurance*

Long Term Care Insurance (LTC) is becoming increasingly popular and pilots will find many policies to choose from. The Committee notes that LTC is in its infancy. Many of the costs assumed in the premium structure are more estimates than science. It is vastly more difficult to control LTC costs than life insurance losses, which are quite easily quantified with large groups. One way LTC insurers control their costs is by using "gatekeepers." Gatekeepers are plan provisions that restrict payouts, and as the article illustrates, they can be quite effective.

The following article appeared in the "Stowe (VT) Reporter." The author is not connected to either United Airlines or ALPA:

### **A LANGUAGE NO ONE KNOWS**

"The Stowe Reporter" - 'SEEN AROUND STOWE' -- May 3, 2001

*By: Nancy Wolfe Stead*

"It is a luscious spring day, the first of May, but instead of tender beginnings I am thinking of difficult endings.

My Mom, who is closing in on her 90th birthday, was recently asked to leave her retirement home. My sister and I thought we had her as well set as is possible under these late-life circumstances: an attractive apartment with excellent support facilities, long-term care insurance to cover declining health and increasing nursing needs, and a Living Will which reflects her wishes on those matters augmented by a Durable Power of Attorney for Health.

The phone call from the director of the home came out of the blue. She said, with no mincing of words, "Your mother has to leave. In three days." Only someone who has been through the complexities of elderly care can appreciate our panic.

What followed was a journey into uncharted territory, a place with a strange language most of us have never learned. We make our plans for our parents or ourselves according to articles we read and miscellaneous bits of advice gleaned here and there. If we are organized we sign a Living Will, if we are financially able we buy some insurance, and we think "voila, all set" and move on to more urgent immediate concerns like job and what to put into the garden where the roses died.

I will spare you the details of our journey - Mom is now settled in a new and better place - but I am going to pass along some things learned on that journey. They won't teach you the strange language we all need to learn, but they might give you some handy tourist phrases. Or prompt you to hire a professional interpreter.

Mom was asked to leave for the best of reasons. She said "I am 89 and I'll do what I damn well please!" I applaud the sentiment, even if it has meant picking up the pieces. Alas, this was group living, however private the apartment, and there were rules. The retirement home frowned on smoking and she expressed herself

---

freely, often while waving her cane.

Finding an appropriate place for her was a nightmare. A reputable medical geriatric consultant hired at considerable expense urged a nursing home. An elegant woman who still dresses for dinner and relishes a competitive game of bridge should not be confined to a nursing home.

Anyway, nursing homes wouldn't take her because she was too mobile and posed the threat of walking out unobserved, or having matches that an Alzheimer patient could find, or she would, in ways too numerous to mention, prove too feisty for their regime.

An independent living place wouldn't take her because she required supervision of medications and other daily assistance.

Assisted living facilities fall into a multitude of categories, with different words of definition and different licensing requirements for each state.

Our job was to find the right facility in atmosphere, services, cleanliness, competent staff with good staff/resident ratio, in a location that worked, and that met the stipulations of her GE Assurance Long Term Care Insurance. Immediately.

Be very aware that each state's definition of assisted living, and the level of nursing qualifications required to administer care, differ, and that what you think your expensive insurance policy covers may indeed not. The vocabulary, the licensing requirements of the individual states, and the insurance definitions are in constant state of change.

To qualify for extended care insurance payment for that care, the person must have medical proof that (s)he needs assistance with two or more activities of daily living (transportation, supervision of medications, assistance in food preparation and dressing, bathing, incontinence) and/or suffer from dementia or cognitive impairment.

Furthermore, the facility must have licensed nursing staff on site 24 hours a day. We failed on a technicality: the retirement home had been licensed in New York State ten years ago, when the nomenclature was different. It was licensed as an "independent living facility" with licensed 24-hour nursing care. The insurance policy demanded that she be in an "alternative care" facility, a form of license, which many states do not

actually have.

It took me a while to wake up to the semantics game. Once I understood the complexity (but never the rules) I would ask the places we were interviewing to define their terms and their licenses. Their replies were not clear and were often contradictory.

I asked GE Assurance to provide me a list of already accredited assisted care facilities in three locations in New York, Connecticut and Rhode Island. They refused. They said I should interview facilities until I found some that seemed acceptable, and then submit a request, which would be acted upon in about 30 days. I said I didn't have 30 days, and that it was pointless for me to spend precious time looking at facilities in three states that they would deem unacceptable.

A wonderful GE Assurance agent saved us. He called colleagues around New England and gave us the names of a few places that met company standards and had excellent reputations.

During this upheaval there were medical emergencies. You should be aware that a Living Will is useless if a family member is not there at the time of the emergency to intervene. Once a Rescue Squad has arrived, or the patient arrives at a hospital emergency room, they are required to take every possible action, however extraordinary and however specifically denied by the patient, to save the person. Once these procedures are started, no Living Will and no relative with a Durable Power of Attorney for Health can request they be terminated.

Mom made it, we made it, we are a teeny bit wiser, but still woefully unprepared."

Both the Company and ALPA offer LTC insurance, and neither use the insurance company mentioned above. The Committee showed this story to the Company who shared it with CNA, the carrier for United's Long Term Care policy. CNA provided some comments, which we will publish next week.

Fraternally

UAL MEC R & I Committee

*Barry Wilson, Chairman, Marty Torres,*

*Don Clements*



**KENNETH G. MILLER**—PO Box 1074,  
Groveland, CA 95321

Find check enclosed, early as usual. Finally made it to all fifty states with the new RV. This July, took in the Grand Tetons, Yellowstone, Custer's Monument, Mt. Rushmore, Chief Crazy Horse and lastly, Devil's Tower. I even met Neil Kelly at Costco in Salinas, CA.

Regards to all you aviators. Ken  
*Hmmm! Didn't know that Neil had attained the status of national monument – yet! Ed.*

**ORRIN L MOEN**— 5635 Cascade Dr, Lisle, IL.  
60532 630-971-3777

Dear Cleve, Two great years of retirement is the bank and, God willing, many more to come. Rehabbed the old ranch house in North Dakota, got a place in Arizona for the winter, spent the summer being the official ski boat driver for the grandkids, life is good.

Enjoy reading the *RUPANEWS*, thanks for all the work, *Orrin*



**FRED AND DOROTHY NICHOLS** 3483  
Princeton Corners Dr, Marietta, GA 3006 DCA-  
ORF-DTW-MIA-PIT-LAX-EWR-JFK-ORD-  
DEN '57-'89

Dear Cleve, I'm sorry I'm late. I'll try to do better next year. Things are going well. We travel some but most of our time is taken up with family. Our granddaughter, Gillian, is a joy. We really enjoy

the *RUPANEWS* and appreciate all the work that goes into it. Our thanks. *Fred*

**ROBERT M. ODGERS**— 4632 Woodland Ave,  
Western Springs, IL 60558 54-89 MDW-SFO-  
EWR-DCA-CLE-DEN-ORD-LAX

Since it is the 'ole Birthday Month, I thought I would share with the RUPA's on the new talk site, that this picture (picture was of a Navy "Patrol Squadron Forty" plane) reminds us that WATER LANDINGS are not confined to 707 or DC-8 types. This memory was brought out by the Internet by a Navy crewman who flew with me in the P.I., and tracked me down. He was trying to locate other members of the crew, and like all old pilots, it doesn't take much to get the memory banks rolling. Ah yes, Ensign Weber, 2nd Navigator who joined the Squadron while we were helping keep Formosa safe for Democracy. We were returning from a night patrol of the Formosa Straits and had climbed to 9000' to give us some smooth air and give the crew a rest from the patrol stations. I was in the co-pilot's seat, Ens. Weber in the left seat getting a little stick time while the commander was back in the rack, and Ensign "X" on the nav. table with instructions to wake the radar operator one hour from the coastline. (About 4 hours till we would reach the northern coast of the Philippines.) As we all remember, moonlight night with towering cumulus, just sailing in and around the tops, time passes in silence and somehow . . . accelerates.

All of a sudden, the co-pilot looks down and says, "Hey!, I've got land on my side of the plane!" I look down and see the shoreline on my side! Whoops!, I turn the aircraft away from the coast and the mountain peaks ahead, and set a course approximately to the inbound range leg to Manila. "FLY the aircraft and DON'T get over land, we could end up with a bad case of MOUNTAIN RASH", I cautioned as I turned around to Navigator X. "WHERE ARE WE?, and get the Radar man working!" Nav X replies, "Oh, we're about 200 miles from the P.I."(?) I say to him, "Well we've got one big F ISLAND out here, and I don't know of any on our course from China to Manila!"

Ensign Weber left the squadron shortly after that due to recurrent asthma attacks from the pillows at B.O.Q., and I never heard about him 'till I was

---

queried on the web.

When I started with United, a news report said that a Navy Patrol Plane was missing from a night patrol off of China. I conjectured with myself "Have 'em search the 9000 ft. level on the range of mountains in the northern P.I." Yep, that is where they found the wreckage with a total loss of life. As Gann said, "Their FATE was not so kind as mine."

Was Ensign Weber a guardian angel? I know that he saved my life and the crew that night. He came into the squadron with the angelic face of the boot Ensign, and left shortly, thereafter. Never saw him or heard from him again. Haven't we, the survivors, all experienced the person who saves the day (or night) in some unexplainable way? Isn't this somehow one of the mysteries we encounter in our flying logs? Think about it. I know I did.

Bob

*Your Ensign sounded more like Pulver than Weber, Bob. "asthma attacks from the pillows at B. O.Q."—mordantly put. Ed*

## **PASS RIDING SNAFU'S**

*Carl Jordan*

A couple of recent instances have led me to believe we aren't "getting the word" with regard to interline privileges.

Two weeks ago, I went to the local United ticket counter to get a couple of ID-90 tickets on Mesaba Airlines - that's Northwest's version of our own "United Express." When I previously talked on the phone with the folks at "UAL Benefits," I was assured that we were entitled to unlimited ID-90 tickets on Mesaba. When I got to the UAL ticket counter, their computer told them that ID-90 was valid on "true Northwest flights only." They didn't consider "Mesaba" ("Northwest Airlink") to be a "true" Northwest flight. So, they wouldn't issue the tickets.

I called "Benefits" again, and they assured me that I WAS entitled to ID-90 tickets on Mesaba. Supposedly, this is what their Apollo screen told them, but it wasn't what the Apollo screen was telling the ticket counter.

A walk down to the Northwest ticket counter confirmed what "Benefits" was telling me, but that held no sway with the two folks I was dealing with at the UAL ticket counter. Inasmuch as retirees don't have access to Apollo, I was operating in

the dark. (As promised, the applicable Apollo information is coming to our accessible website "soon," but don't hold your breath!)

While at their counter, I picked up a Northwest timetable and noticed something. Apollo was telling the folks at the UAL ticket counter that Mesaba flights were designated as "4000 series" flights on Northwest. And, when they referenced this series of flight numbers, they were getting the message concerning "true Northwest flights only." But, the Northwest timetable showed Mesaba flights as being listed with in a different numerical designation - that is, something other than in the "4000" series of flights.

When presented with this information, the third ticket agent I talked to saw fit to write the ID-90 tickets on Mesaba. When the first two ticket agents questioned the act, the third agent responded, "I'm gonna issue them. If Mesaba accepts them, fine. If they don't, well then they don't."

This writes shorter than it really was. It took 2 ½ hours for me to sort out the problem. It seems that what the Benefits Desk operates with, and what the ticket counter operates with are two different things, although both were accessing good 'ol Apollo. In effect, it seems that the right hand doesn't know what the left hand is doing, and we retirees are caught in the middle. I mean, we can't just walk into our Flight Manager's office anymore to get things straightened out, can we?

Just the other day, I had another occasion to be startled. I was fishing up in Northern Wisconsin, and had to go to Denver for a wedding. I dutifully went to the United Express ticket counter at Ironwood, Michigan (IWD) to fly to MSP and then to DEN. When I presented my Write-Your-Own ticket, the folks behind the ticket counter noted that it said, "Good for flights on United Airlines only." I explained that they were valid on United Express, also.

At that point, they informed me that they were now operating as Great Lakes Airlines, and were no longer part of United Express!

I countered that the most recent UAL Timetable showed that Great Lakes was part of United Express; the computer-accessed Electronic Timetable showed them as United Express; the WWW. UAL.COM website showed them to be United

---

Express; the sign down the road still showed them to be United Express; and when I called United Reservations to list myself on the flight, nobody informed me that Great Lakes Airlines was no longer United Express.

I was then told that they had ceased to be United Express "sometime last May!" (For what it's worth, I just called the UAL Reservations at 1-800-241-6522, and they STILL say that this is a "United Express" flight! Like I say, the right hand doesn't seem to know what the left hand is doing. By the way, their airplanes are now emblazoned with, "Great Lakes Airlines" and no longer have "United Express" painted on them.)

It seems that once again, retirees have been left at the station as the train pulls away - so to speak. (More appropriately, at the terminal building as the plane pulls away.) And, once again there's no convenient Flight Manger's office to go to for a correction of an obvious problem. As a lone retiree, I (like you) have no place to go to try to resolve such problems or conflicts. So, if you're going to try for an ID-90 on Mesaba ("Northwest Airlink"), good luck! You MIGHT be able to pull it off if you have 2 ½ hours to kill, and IF you can find a cooperative and sympathetic ticket agent who is willing to take the presented Apollo admonitions with a grain of salt. Also, if you're expecting to fly United Express via Great Lakes, be prepared to fork out some \$161 for a 57-minute flight from Ironwood, Michigan to Minneapolis, Minnesota. (Don't bother hauling out a Write-Your-Own ticket. They, at least, know they are no longer United Express.) And, if you expect United retirees to be kept up to date on such matters, don't you're your breath on this one, either. Hey, even UAL Reservations hasn't gotten the word yet!

Carl B. Jordan

### **TOM & FRANCES PLEGER**

Dear Jock: Had my 77<sup>th</sup> birthday on the 4<sup>th</sup> of July, and the 21<sup>st</sup> will be our 50<sup>th</sup> wedding anniversary. Our three children and five grandchildren helped us celebrate!

The past year has been particularly difficult for Frances, with spinal deterioration due to osteoporosis, arterial fibrillation, glaucoma and overnight use of oxygen for emphysema.

As for me, arthritis and two bulging discs are my

biggest problems.

We haven't been taking any trips; our next trip will be to investigate a possible move to Minneapolis to be nearer to two of our children.

After 32 years in our home here, the looming move is daunting indeed.

Only sailed about four times with the sailing club boat last summer, and not at all this summer. Certainly do miss it too!

Our best regards to all and a special thank you to those who keep the journal coming.

Love, Tom & Frances Pleger

**CHUCK PODHASKY**—P.O. Box 826, Seahurst, WA.98062 <mailto:ualchuck@msn.com>

It is that time of the year again for the annual letter. If this is a bit disconnected I just had grandchildren leave. Other than that there's not much new here. I have had some problems with circulation in my legs so walking any distance is quite difficult.

I'm wondering how many people other than Milo Bacon and I are still around that were on loan to Japan Airlines in 1959-60.

Will be 80 this month and will have been married to Carroll 59 years in October. We enjoy the newsletter very much and look forward to seeing everyone in Las Vegas. *Chuck*

**ULLA C. RUDD**—PO Box 300, Mukilteo, WA 98275

Dear Editor, Enclosed is \$40 for dues. Sorry for any delays. I sure enjoy reading the news in each issue, especially as it concerns the activities of the members, so varied and interesting.

As a widow, I am still hoping for a few "buddy" passes, it seems only fair, especially in light of the fact that widows also have no right to interline travel.

Being Danish originally, this means that I can only get as far as London or Frankfurt in order to visit my family in Copenhagen. Trying to fit in bought tickets with passes is not easy, as it might mean unplanned hotel stays in expensive European cities.

However, this is something I have resigned myself to, but I do feel the "buddy" passes would go a long way to even things out.

So I highly complement the leadership for approaching UAL with this request for the widows.

Thanks to anyone involved in this endeavor. Also thanks to the volunteers for putting out this fine newsletter. *Ulla*

### DAVID A. SMITH

Another year closer to retirement and now I am just as busy as those of you in retirement. I spoke to the Denver "Good Ole Boy's" luncheon on June 19th and enjoyed seeing all those present, including ex-Council 33 volunteers, esteemed aviators I used to pull gear or keep the fuel balanced for, and all their significant others. I can safely say that your union works for you even in retirement. The issue of companion passes for widows, FedEx discounts for retirees, and many other issues important to your membership are being considered by ALPA and the company today. To understand the issue of your union continuing to work on your behalf even after you are retired is simply amazing. Compare this to what my father experiences at Northwest Airlines.

My father flew for Northwest for 40 years and retired as the senior 747 captain in 1988. He travels today on his retiree passes at Northwest as a United Airlines equivalent BP-9!! My mother and he both enjoy the opportunity to travel on United as a BP-8B priority. Now it does not even cost me anything. How am I to pay them back for all the things they did to get me where I am today?

Once you retire at Northwest, you are basically kicked out the door and forgotten. I would suggest that such is not the case here at United. I plan to maintain my contacts with the DEN chapter of RUPA in order to fully understand the issues that are of primary concern to retirees here at United. That is why I have been a member of RUPA for almost a decade. I know that, someday soon, I will also be one of you and my concerns will truly be your concerns.

I want to thank Captain Wagner and all the other DEN "Good Ole Boys" for welcoming me to their meeting and inviting me to future meetings. I look forward to hearing your thoughts and concerns over the next few years of my service to the Association.

Fraternally,  
David A. Smith

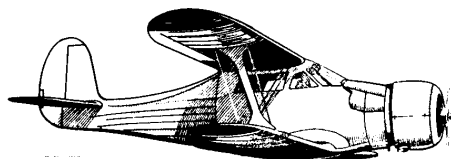
Council 33 Chairman

*RUPA is indeed grateful that active ALPA officers such as Captain Smith take the time to be involved in the concerns of retired pilots and their widows, and can only applaud such efforts. Ed*

**DICK SANDERS**—31079 Land's End Lane, Westlake, OH 44145

Eight years retired. So far so good. Just back from a swell junket by 182 to Tullahoma, TN. So what is in Tullahoma you may ask? Our colleague Jim Francis and his wife Doris reside there. Reason enough for a visit. And there is the Staggerwing Museum, a superb collection of staggerwings and Beech artifacts.

Until a month ago Jim, who owns a magnificent G17S, was the curator of the museum, and he



**BEECHCRAFT D.17** Another prewar 5-place. Still in use.

gave us a personal tour. One of the men in our traveling group formerly owned a D17 (serial number 231) and it is displayed, without covering, on the floor of the museum. The woodwork is stunning. You can imagine how much that previous owner enjoyed the walk back through time. And finally, on the weekend we were there, Tullahoma hosted a terrific air show replete with the Air Force Thunderbirds - the show commemorating the 50th anniversary of nearby Arnold AFB. All in all, plenty of reasons for a trip to Tullahoma. Best regards to all, *Dick*

**AL SCHMITT**—742 Spyglass Ln, Sequim, WA 98382 LAX '66-'97

Hi Cleve! Well, after four years, I think I'm just about ready for a check ride on this retirement thing. No more dreams of dodging thunderstorms or of strange airports trying to find both my bags and the airplane.

Life is good, house is finished and Patricia and I have been boating and traveling and enjoying our granddaughter. We wish the best for all who read this and thank your special group who put out this excellent publication. Thanks, *Al*

---

**JOHN SCHMITZ** 4721 Songbird Chico, California

Jock: Very sorry to hear that you are sort of incapacitated for a while. Hope it is for a short time only---we need you.

Not a whole lot of excitement around here this past year. We are not very anxious to face that mess at the airline terminals, and the crowded seats on the planes where one is almost confined to a fetal position, so our travel is pretty well limited to short auto trips. We are so thankful that we saw as much of the world back when flying was a real pleasure. .

My dear Mary had a cyst removed from her sciatic nerve that was giving her a lot of pain and I had a complete shoulder replacement during the year. Doing fine now except haven't found a way yet to stop the aging!..

Stay Happy, John

**ROBERT E. SCHNEIDER**—PO Box 128, Miami, OH 45147 [pllhbearsleepy@yahoo.com](mailto:pllhbearsleepy@yahoo.com)  
Dear Cleve, I hope Jock's health is back to normal and kudos to all those whose hard work produces the *RUPANEWS*.

Enjoying retirement here in the hills of Southern Ohio and have spent the last two years as a volunteer at the USAF museum near Dayton, Ohio. A group of volunteer retirees from my Ohio ANG fighter squadron put 3,600 man-hours labor into restoration of the only Republic XF-84F swept-wing turboprop fighter prototype remaining (two were built.) Some of you California pilots may have seen this aircraft as it was displayed on a pylon in front of the Bakersfield (BFL) airport from 1954 through 1997 when Bakersfield advised the Air force the XF-84H would be scrapped if not rescued.

It went on display this April in the Experimental hangar at the Air Force museum and if any RUPA members visit the Dayton area, the museum is a great way to spend a day. *Bob*

**JOHN A. SCHRANDT**—5330 Lighthouse Bay Dr, Madison, WI 53704

Dear Cleve, Surprised myself and got this note and check off in the right month. Can't believe five years have flown by already. Still have the travel bug – last fall drove around

Tuscany and Umbria, and his spring made it to the Galapagos. Looking forward to a cruise to the Baltic countries and St. Petersburg in August. Many thanks to all of you who keep the rest of us informed. *Jack*

**TED & GWYNNE SIMMONS**—34842 Doheny Pl, Capistrano Beach, CA 92624  
[tsimmone5@home](mailto:tsimmone5@home)

Cleve, Enclosed check for 3 years postage. Five years have gone by since I Put the Brakes on...

Great to be able to plan my next trip through my scheduler, "wife".

Go to the computer and find a seat in UAL SkyNet intranet. Punch a couple of keys and you are "booked" (or at least simply listed!) My "scheduler" handles the car rentals and we are off on another trip.

Of note on traveling into Vancouver; a couple of times I had to bring up the fact that we have BP6B priority not BP8A. UAL does not consider YVR an international destination? Not all agents know this.

Hardly know I'm retired. At least I don't have to drive to LAX to get going with SNA nearby.

Just a note to those who might be in the Dana Point CA area the next Lunch is Tuesday the 18th of Sept 1200 @ Wind and Sea.

Thanks to all of the people at *RUPANEWS* your work is appreciated! Ted

**GEORGE H. SIMMONS**—PO Box 244, Kittery Pt., Me. 03905 (207) 439-4990 [ghsimmons@mediaone.com](mailto:ghsimmons@mediaone.com)

It has been ten years and two moves since my last letter to RUPA---hence all the above numbers, etc. There were a number of reasons I stopped — probably the foremost reason was I had no desire to read all of the rancorous tirades about scabs, some of whom had been, and still are, considered my friends.

Also, about that time, Muriel suddenly went blind in her right eye—no real warning—just BANG!!! The cause was melanoma. Cancer that she had no idea was growing on the back of the retina. We went to Mass. Eye & Ear in BOS. She was given massive radiation treatments at The Harvard Cyclotron (which had been rescued from Los Alamos where it had been used in the Manhattan pro-

---

ject.) It killed the cancer but within a few years she developed hydrocephalus and has been battling that ever since. The last few years have been quite hard for her and she has had a shunt put in her head to drain excess fluid. It worked okay for a few months but then stopped, so they redid it in April and it has not worked as well as the original --but while being somewhat unsteady on her feet she is able to get around okay and her mind and spirit is as fine as old wine. The latter has served her very well through her trials.

Many of you old-timers will remember her as a pretty little Mainliner flying out of JFK and DEN in the early fifty's and she remembers many of you fondly.

I have, fortunately, been very healthy so I have no problem taking care of her when necessary. I gave up golf just about ten years ago also. I had an 11 handicap when I retired and figured I'd surely be able to get it down below 5 what with all of the spare time I now had---8 years later when it hit 19 I said the heck with it and took up tennis. Before I came with UAL I was a low Handicapper and when I would see those old guys out there killing snakes I would say "how can they say they are having fun?"--They weren't!!!

Last year, about this time, I gave up tennis because I couldn't leave Muriel alone----but all is not lost—we have about 400 feet of waterfront on a tidal creek overlooking the entrance to Portsmouth (N.H.) harbor and occasionally I catch a retarded striped bass.

One problem that has arisen is that my old flying partner and dear friend, Doug Home, is deserting the area and moving to the Florida panhandle. Perhaps the denizens of the Redneck Riviera will be able to do something I haven't been able to do and that is to have him quit giving money to those left-wing Democrats because Jane Fonda is really never going to chain herself to the Pentagon fence beside him.

Enough already! Thanks to all for your efforts.

**JOHN X STEFANKI** 26901 Beatrice Lane Los Altos Hills, California 94022 650 941-1299  
MDW-ORD-SFO

Dear Jocko:

Recorded another birthday on Bastille Day. All I can say is "Tempus Fugit."

Not much to write, but I did read an enjoyable

joke in the Navy magazine "THE HOOK." Young son to father:" Dad when I grow up I want to be a fighter pilot."

Father's response: "Sorry son, you can't do both."  
Happy landings.

Fraternally, Johnny

**BILL SURPRISE**, 4716 So. Landings DR. Ft. Myers FL 33919-4643

Hi Jock: Our summer on Cape Cod has been busy with children, grandkids and friends, but no complaints

Check to Cleve. My thanks to you and the whole staff

Best regards, Bill

**DONALD SWIFT**—19375 Broken Fence Way, Monument, CO 80132

Dear Cleve, Enclosed is my check \$50, two years postage and the rest for whatever.

A few words of appreciation for you and the many others responsible for keeping RUPA a healthy and viable organization. Many thanks for providing the old folk with good reading each month and keeping me in touch- especially with the fellow warriors of '85.

Just read on the AFAC email about Don King.

What a damned shame of too early a passing. Another good one bites the dust.

Stay healthy and out of a reasonable amount of trouble.

Cheers, Don

**MRS. JOHN R. (OLIVIA) TANNER**—PO Box 1299, San Juan Capistrano, CA 92693

It has been 16 months since John passed away of a massive heart attack. Needless to say, it has been a very taxing and trying time, but quite a learning experience dealing with government and business and trying to find some kind of an even keel! But with the help of our two daughters and caring friends, I am sure 2002 will be a much happier and kinder year.

My days are really quite full: paperwork, attorneys, accountant, you name it. But then there is time spent with family, friends, Church and charity work. Some travel now and then to San Diego and Seattle.

Hopefully by year's end I will be able to use my air miles to take the girls and John's ashes to



Bangkok where will have a memorial service and release ashes to the sea.

John and I loved travel, and visited 125 countries. Some of those with our dear friends, Ruth & Nordy Nordhagen, but we always returned to Bangkok, almost yearly for some R & R. In fact, that was where we were headed in 2000.

I wish to thank many of you for your kind notes and cards upon John's passing. They were most appreciated. John thought most highly of you all and valued your friendship.

I remain very truly, *Olivia*

**JOHN T. VANDERWEST** silver\_bird@msn.com

Dear Jock (cc: Cleve),

My annual update for the RUPA record.

2001 started out on a positive note for us, but it turned pretty sour on Jan 24th when my wife, Joyce, experienced a very sudden and disabling bout of back pain. Not having had any prior indications, thus thinking she may have slipped a disk, we immediately got an MRI and other tests. Unfortunately, the true diagnosis was an aggressive and inoperable breast cancer, which had already spread to her spine and liver over the previous weeks and/or months.

She was hospitalized and immediately given a round of chemotherapy and several radiation treatments, which stopped the acute pain, plus a second round of chemo three weeks later. But, the metastasis was too far advanced for any further cure.

So, after a total of only two weeks hospitalization and six weeks in a nursing facility, Joyce died peacefully in Washington, DC on March 23. She is buried in a family plot near Ludington, MI. We all miss her dearly of course, but are grateful she did not suffer longer.

As for me, I was medically retired from United flying in 1981, and subsequently worked for the FAA in Chicago and Washington, DC from 1985 until retiring from them on May 31 of this year. My age 60 UAL normal retirement date was September 1, 2000.

Joyce and I had made plans last year to move back to our roots in West Michigan following the FAA retirement, and had thusly contracted for a new condo to be ready this Spring in Muskegon, MI. Unfortunately, she never got to see the new place

in it's finished state. Anyway, I took possession in April, and have since moved in.

There may not be many of you who recall us from Schaumburg, IL and ORDFO from '64 - '81 given that I was on a medical since 1981, but to those who do I extend my best wishes and welcome your calls or e-mails.

My new address and phone is:

3683 Harris Drive

Muskegon, MI 49441

Home Phone 231-780-9253

E-mail: silver\_bird@msn.com

Jock, the annual postage check is in the mail to Cleve.

Thanks,

John T. "Tom" Vanderwest

**BILL & SARAH WELLBORN** 1964-1993 MIA  
DCA CLE ORD DEN DCA

Hi Jock,

Looks like another year has rushed by. Lots of travel this year. We were going to sell our motor home but ended up buying a new one and have already put 7,000 miles on it since Jan. Down to the Keys a few times for diving, up through the North east to visit kid and grandkids, and a trip to the mountains in Va. to attend Camp Jeep. We own a Jeep Grand Cherokee and ,after Camp Jeep, are really amazed at what the vehicle will do. Have managed to get through a whole year without buying anything that floats, but may not be able to hold out much longer, there is a new sit-on-top kayak that I really like.

Will not be attending the convention this year because of other commitments.

We hope to make the next cruise.

Check is in the mail to Cleve.



**GENE WHITE**— 1577 Groton Dr, Hudson OH 44236 DCA-CLE-ORD

Here is my postage money for your great publication. Not only do I look forward to seeing what old friends are up to, but also I get a lot of information from the included articles.

My first year of retirement has flown by and I finally convinced my wife that we are missing a lot of travel opportunities because of her teaching. She agreed to retire and we plan to visit some of the places I read about in the *RUPANEWS*. We have such a hard time trying to travel on space available flights that we have started to buy a ticket. CLE is still a hard place to get into and out of, both on United and that other Airline. When you see me get on the plane ahead of you, the agent didn't make a mistake. It is hard to part with my ESOP money but sometimes it is worth it.

Best to all. *Gene*

**LARRY D. WRIGHT**—16242 Acorn Dr, Sonora, CA 95370

This has been a pretty quiet year for Marilyn and I. We have stayed pretty close to home except for short excursions to visit our four children and our ten grandchildren. Time goes by so fast it doesn't seem possible that four of them are now well into college. Our health has been pretty good except for minor problems and one time my heart "took off" beating 300 a minute. A short hospital stay and a quick electrical jolt quieted things down. In spite of this, God has been good to us and we have so much to praise Him for.

Thanks for all the hard work putting out the "news". It is so good reading about all the various "goings on" with my friends.

Check is in the mail. *Larry*



*The following article was abstracted from the website of The New England Journal of Medicine*

### **Alternative Medicine -- The Risks of Untested and Unregulated Remedies**

What is there about alternative medicine that sets it apart from ordinary medicine? The term refers to a remarkably heterogeneous group of theories and practices -- as disparate as homeopathy, therapeutic touch, imagery, and herbal medicine. What unites them? Eisenberg et al. defined alternative medicine (now often called complementary medicine) as "medical interventions not taught widely at U.S. medical schools or generally available at U.S. hospitals." That is not a very satisfactory definition, especially since many alternative remedies have recently found their way into the mainstream; organizations offer it, and laws in some states require health plans to cover it. It also constitutes a huge and rapidly growing industry, in which major pharmaceutical companies are now participating.

What most sets alternative medicine apart, in our view, is that it has not been scientifically tested and its advocates largely deny the need for such testing. By testing, we mean the marshaling of rigorous evidence of safety and efficacy, as required by the Food and Drug Administration (FDA) for the approval of drugs and by the best peer-reviewed medical journals for the publication of research reports. Of course, many treatments used in conventional medicine have not been rigorously tested, either, but the scientific community generally acknowledges that this is a failing that needs to be remedied. Many advocates of alternative medicine, in contrast, believe the scientific method is simply not applicable to their remedies. They rely instead on anecdotes and theories. In 1992, Congress established within the National Institutes of Health an Office of Alternative Medicine to evaluate alternative remedies. So far, the results have been disappointing....

It might be argued that conventional medicine relies on anecdotes, too, some of which are published as case reports in peer-reviewed journals. But these case reports differ from the anecdotes of alternative medicine. They describe a well documented new finding in a defined setting. If, for example, the Journal were to receive a paper describing a patient's recovery from cancer of the pancreas after he had ingested a rhubarb diet, we

---

would require documentation of the disease and its extent, we would ask about other, similar patients who did not recover after eating rhubarb, and we might suggest trying the diet on other patients. If the answers to these and other questions were satisfactory, we might publish a case report - not to announce a remedy, but only to suggest a hypothesis that should be tested in a proper clinical trial. In contrast, anecdotes about alternative remedies (usually published in books and magazines for the public) have no such documentation and are considered sufficient in themselves as support for therapeutic claims.

Alternative medicine also distinguishes itself by an ideology that largely ignores biologic mechanisms, often disparages modern science, and relies on what are purported to be ancient practices and natural remedies (which are seen as somehow being simultaneously more potent and less toxic than conventional medicine). Accordingly, herbs or mixtures of herbs are considered superior to the active compounds isolated in the laboratory. And healing methods such as homeopathy and therapeutic touch are fervently promoted despite not only the lack of good clinical evidence of effectiveness, but the presence of a rationale that violates fundamental scientific laws -- surely a circumstance that requires more, rather than less, evidence.

Of all forms of alternative treatment, the most common is herbal medicine. Until the 20th century, most remedies were botanicals, a few of which were found through trial and error to be helpful. For example, purple foxglove was found to be helpful for dropsy, the opium poppy for pain, cough, and diarrhea, and cinchona bark for fever. But therapeutic successes with botanicals came at great human cost. The indications for using a given botanical were ill defined, dosage was arbitrary because the concentrations of the active ingredient were unknown, all manner of contaminants were often present. More important, many of the remedies simply did not work, and some were harmful or even deadly. The only way to separate the beneficial from the useless or hazardous was through anecdotes relayed mainly by word of mouth.

All that began to change in the 20th century as a result of rapid advances in medical science. The

emergence of sophisticated chemical and pharmacologic methods meant that we could identify and purify the active ingredients in botanicals and study them. Digitalis was extracted from the purple foxglove, morphine from the opium poppy, and quinine from cinchona bark. Furthermore, once the chemistry was understood, it was possible to synthesize related molecules with more desirable properties. For example, penicillin was fortuitously discovered when penicillium mold contaminated some bacterial cultures. Isolating and characterizing it permitted the synthesis of a wide variety of related antibiotics with different spectrums of activity.

In addition, powerful epidemiologic tools were developed for testing potential remedies. In particular, the evolution of the randomized, controlled clinical trial enabled researchers to study with precision the safety, efficacy, and dose effects of proposed treatments and the indications for them. No longer do we have to rely on trial and error and anecdotes. We have learned to ask for and expect statistically reliable evidence before accepting conclusions about remedies. Without such evidence, the FDA will not permit a drug to be marketed.

The results of these advances have been spectacular. As examples, we now know that treatment with aspirin, heparin, thrombolytic agents, and beta-adrenergic blockers greatly reduces mortality from myocardial infarction; a combination of nucleoside analogues and a protease inhibitor can stave off the onset of AIDS in people with human immunodeficiency virus infection; antibiotics heal peptic ulcers; and a cocktail of cytotoxic drugs can cure most cases of childhood leukemia. Also in this century, we have developed and tested vaccines against a great many infectious scourges, including measles, poliomyelitis, pertussis, diphtheria, hepatitis B, some forms of meningitis, and pneumococcal pneumonia, and we have a vast arsenal of effective antibiotics for many others. In less than a century, life expectancy in the United States has increased by three decades, in part because of better sanitation and living standards, but in large part because of advances in medicine realized through rigorous testing. Other countries lagged behind, but as scientific medicine became universal, all countries affluent enough to afford it

---

saw the same benefits.

Now, with the increased interest in alternative medicine, we see a reversion to irrational approaches to medical practice, even while scientific medicine is making some of its most dramatic advances. Exploring the reasons for this paradox is outside the scope of this editorial, but it is probably in part a matter of disillusionment with the often hurried and impersonal care delivered by conventional physicians, as well as the harsh treatments that may be necessary for life threatening diseases.

Fortunately, most untested herbal remedies are probably harmless. In addition, they seem to be used primarily by people who are healthy and believe the remedies will help them stay that way, or by people who have common, relatively minor problems, such as backache or fatigue. Most such people would probably seek out conventional doctors if they had indications of serious disease, such as crushing chest pain, a mass in the breast, or blood in the urine. Still, uncertainty about whether symptoms are serious could result in a harmful delay in getting treatment that has been proved effective. And some people may embrace alternative medicine exclusively, putting themselves in great danger.

What about the FDA? Shouldn't it be monitoring the safety and efficacy of these remedies? Not any longer, according to the U.S. Congress. In response to the lobbying efforts of the multibillion-dollar "dietary supplement" industry, Congress in 1994 exempted their products from FDA regulation. (Homeopathic remedies have been exempted since 1938.) Since then, these products have flooded the market, subject only to the scruples of their manufacturers. They may contain the substances listed on the label in the amounts claimed, but they need not, and there is no one to prevent their sale if they don't. In analyses of ginseng products, for example, the amount of the active ingredient in each pill varied by as much as a factor of 10 among brands that were labeled as containing the same amount. Some brands contained none at all.

Herbal remedies may also be sold without any knowledge of their mechanism of action. In this issue of the Journal, DiPaola and his colleagues report that the herbal mixture called PC-SPES

(PC for prostate cancer, and spes the Latin for "hope") has substantial estrogenic activity. Yet this substance is promoted as bolstering the immune system in patients with prostate cancer that is refractory to treatment with estrogen. Many men taking PC-SPES have thus received varying amounts of hormonal treatment without knowing it, some in addition to the estrogen treatments given to them by their conventional physicians. The only legal requirement in the sale of such products is that they not be promoted as preventing or treating disease. To comply with that stipulation, their labeling has risen to an art form of doublespeak (witness the name PC-SPES). Not only are they sold under the euphemistic rubric "dietary supplements," but also the medical uses for which they are sold are merely insinuated. Nevertheless, it is clear what is meant. Shark cartilage is promoted on its label "to maintain proper bone and joint function," saw palmetto to "promote prostate health," and horse-chestnut seed extract to "promote...leg vein health." Anyone can walk into a health-food store and unwittingly buy PC-SPES with unknown amounts of estrogenic activity, plantain laced with digitalis, or Indian herbs contaminated with heavy metals. *Caveat emptor*. The FDA can intervene only after the fact, when it is shown that a product is harmful. It is time for the scientific community to stop giving alternative medicine a free ride. There cannot be two kinds of medicine -- conventional and alternative. There is only medicine that has been adequately tested and medicine that has not, medicine that works and medicine that may or may not work. Once a treatment has been tested rigorously, it no longer matters whether it was considered alternative at the outset. If it is found to be reasonably safe and effective, it will be accepted. But assertions, speculation, and testimonials do not substitute for evidence. Alternative treatments should be subjected to scientific testing no less rigorous than that required for conventional treatments.

***Marcia Angell, M.D. Jerome P. Kassirer, M.D.***  
***The New England Journal of Medicine -- September 17, 1998 -- Vol. 339, No. 12***

*I think the lesson to be learnt from the above article is not only caveat emptor, but the Socratic "Question all authority." I use saw palmetto to*

*reasonable effect, but only after I did a search of the medical literature on it on line and found that it is generally approved and has no bad side effects, even in an overdose. A friend of mine in England who is undergoing treatment for prostate cancer, asked me what I knew about PC-SPES, and could I get a supplier for him? I directed him to the proper online sources of intelligence about the product, after which he decided to forego it. So there are sources available online to answer most queries. Those of you without computers surely have a friend with one, who can be of help. Much as I would like to help, I really don't have the time, so please don't ask me. Ed.*

**UNITED STATES WAR OFFICE  
1920 REGULATIONS FOR OPERATION OF  
AIRCRAFT."**

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the ma-

chines.

18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

*Submitted by Marty Morehead*



## IN MEMORIAM

**MARGARET MARY MAHONY**

Margaret `Marge' Mary Mahoney,80, of Parker, a homemaker, died July 25.

She was born March 19, 1921 in Herrington, Kan. On Feb. 6, 1943, she married Maurice Mahoney, in Herrington, Kan.

She was a 1942 graduate of the University of Iowa, and was a member of Alpha Delta Pi sorority, Pinery Country Club and United Airlines Pilots' Wives. Her hobbies included golf and bridge.

She is survived by her husband; two daughters, Sandy Wilken, Highlands Ranch, and Julie of Parker; three sons , Danny, Canon City, Mike, Snohomish , Wash., and Patrick, Marysville, Wash.; a brother, Joseph Lynch Algoma , Iowa; a sister, Patricia Beckman, Englewood-, and 11 grandchildren

Contributions may be me made to Developmental Opportunities, 601Greenwood Ave., Canon City, CO 81215

---

**COMMERCE, MARY E.**

On Sunday, August 12, 2001, MARY E. COMMERCE of Vienna, VA. Beloved wife of Capt. Robert E. Commerce; mother of Robert E. Commerce, Jr., Marilyn Storch, Neil A. Commerce, Joan Dairyapple, Margaret Edgin, and the late Douglas V Commerce. She is also survived by 17 grandchildren, six great-grandchildren and a host of other relatives and friends.

In lieu of flowers, the family requests contributions to the American Cancer Society.

Cards may be sent to:

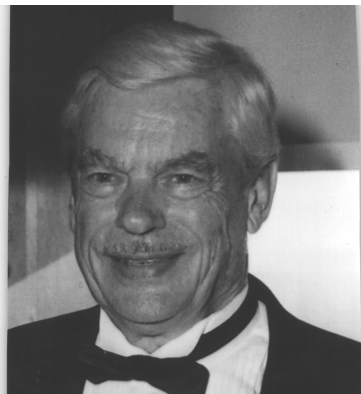
Mr. Robert E. Commerce, 2448 Shenandoah Street, Vienna, VA 22180-6856 703-560-1954

**ROSS D. "BENNY" BENEDICT**

A man who loved to fly, Ross D. "Benny" Benedict, 76, died June 21, in Madison, Wis. Benedict, a resident of Glen Ellyn, began flying at age 18. He was a youthful veteran of World War II, flying a cargo plane for two years in the China, Burma and India theaters.

His interest and love of flying began before entering the Army Air Force in 1943. His future father-in-law, Ron Miller, was a civilian flight instructor for Air Force cadets at the Moline airport. Miller gave Benedict lessons before the young enlistee departed for training in Texas and eventual duty in World War II. He flew a C-46 cargo plane in the India, China and Burma theaters

Benedict married Lois Miller in 1945 and that same year flew the Casablanca to China leg of the Army Air Transport Command's historic first round-the-world



"Globester" flight in a C-54 Skymaster. After the war, Benedict was employed as a flight instructor and crop duster on helicopters as well as fixed wing, for six years with his father-in-law's Quad Cities air service.

In 1952, he started his 32-year career as a pilot for United Airlines, who hired him because of his glowing resume, even though he was a tad under their 5ft. 7in. height requirement. He started by flying DC-3s out of Midway and later out of O'Hare on 727s and DC-8s.

He was forced to retire at the mandatory age of 60 in 1964. His love for aviation unabated, he found a way to still be involved with flying. He assisted the Air Transport Association and the city of Chicago's Department of Aviation during snow emergencies.

Benedict, with other retired commercial pilots, became part of the "O'Hare Snowmen." These pilots provided vital information on airfield conditions to ensure runway safety. He retired again in 1997. Ross Benedict is survived by his wife, Lois; his daughters, Cheryl Benedict, Colleen Newkirk, Cynthia Le Beau, Christine Smith, Cecilia Paddock, Carrie Sugrue, Celeste Powell, and Claudia Brazier, nine grandchildren; a sister, Marian Millem, a sister-in-law, Eleanor Partridge; and an aunt, Ruth Whittaker. Contributions in his name can be made to books for underprivileged children, to the Catholic Schools of Joliet Diocese, 425 Summit St., Joliet, IL 60435.

*Through an unfortunate circumstance, Benny was shown in last month's Flown West page as a non-member – he had not renewed his dues in time to be listed in the current directory. Ed.*

**FRANCIS WILLIAM CLEM**

It is with great sorrow that I inform you that retired Captain Bill Clem died on July 19, 2001. He was a loving husband and a caring father. His childhood dream was to fly. As a young man he took private flying lessons in Columbus, Ohio, and later signed on with the Army Air Corps Reserve. In 1940, United Air Lines hired him. He flew on the Boeing 747 to Hawaii for 13 years until he retired in 1974.

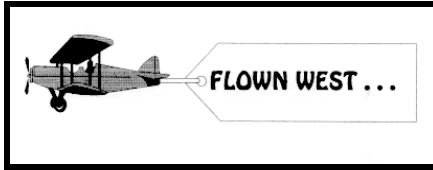
Bill and I celebrated our 60th wedding anniversary last April.

Surviving members of the family include a daughter, Carole Barbara Charlson, and two sons, Robert W. Clem and John W. Clem, eleven grandchildren and one great-grandchild.

Bill was my life for 60 years, and I miss him with all my heart.

*Maye Clem*





FRANCIS WILLIAM CLEM

19 JUL 2001

G.L. "BILL" SUTHERLAND

SFO

5 AUG 2001



## HIGH FLIGHT

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered  
wings;

Sunward I've climbed, and joined the tum-  
bling mirth  
Of sun-split clouds—and done a hundred  
things

You have not dreamed of—wheeled and  
soared and swung

High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue  
I've topped the windswept heights with  
easy grace

Where never lark, or even eagle flew.  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of  
God.



---

## 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— *Memphis Barbeque*— 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 – *Cuzzins (odd mths. Stag)* 727-787-5550

### 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 Sep. 19th.

Mailing Oct. 3rd.



**PERIODICALS**

## **RUPANEWS**

1104 BURKE LANE  
FOSTER CITY CA 94404

PLACE LABEL HERE

Subscription renewal date on label