



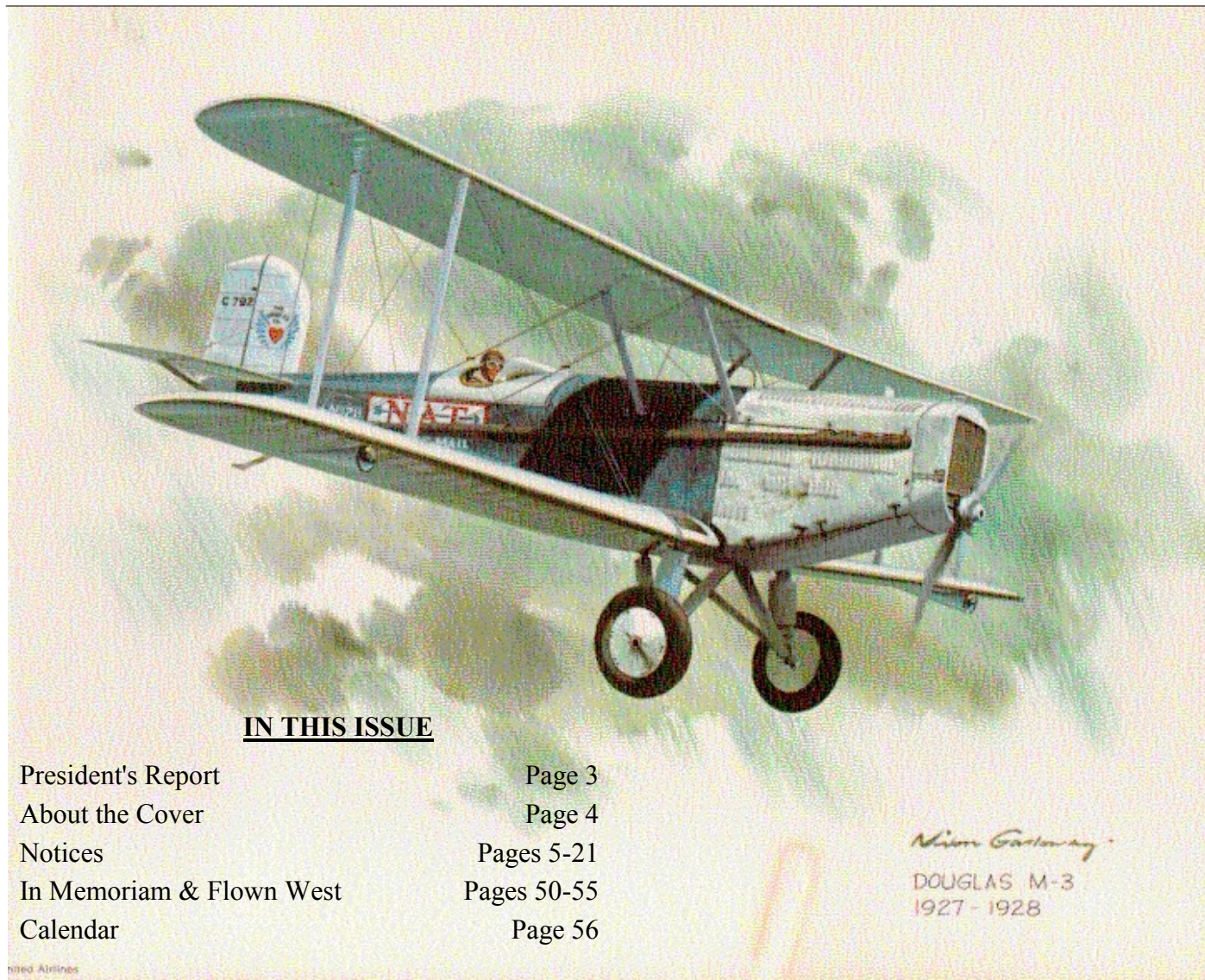
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 2

(Journal 511)

February, 2002



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Niam Gardaway
DOUGLAS M-3
1927 - 1928

RUPANEWS

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Bruce McLeod, Walt Ramseur, Jock Savage, and Bill Smith.

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PRESIDENT'S MESSAGE

On Saturday evening, January 19, 2002, I attended the Los Angeles ALPA Council 57/LAXFO Retirement Dinner. Captain Corey Ferguson, the Council 57 Chairman, Captain Rusty Aimer, and Jeanne Sampson of the LAX Flight Office did an excellent job planning and hosting this event. All had a good time. Since I was based in Los Angeles a couple of times during my career, I was able to enjoy the company of old friends.

On Saturday, January 26, 2002, Lynette and I hosted the RUPA Board of Directors quarterly meeting followed by a cocktail party. A decision was made regarding the RUPA Cruise to take place this Fall. It will be a 10-day cruise in and out of the Panama Canal departing on October 31, 2002. Details can be found elsewhere in this august publication. My personal preference was a 14 day cruise all the way through the Canal but the survey we took last year indicated a decided preference for a 10 day cruise. The Board also proposed some changes to the RUPA Bylaws to be voted on by the membership, probably on the cruise this Fall. The most significant change proposed is the addition of the Webmaster, Bruce McLeod, to a position on the Board of Directors. Bruce has done an excellent job maintaining our Website. A copy of the proposed changes to the Bylaws is posted in this publication.

Don't forget, Boys Night Out is Friday, February 22, 2002. Get your money into Sam Cramb now. This is always an event that is enjoyed by all who attend. In the December issue of RUPANEWS, I erroneously stated that Boys Night Out was Saturday, Feb 23, 2002. Not so!! Friday, February 22, 2002 is the day. If any one has an interest, the Retired United Pilot's Foundation needs some volunteers. This is a very worthwhile endeavor and would not take up much of your time. On the inside of the front cover of the RUPANEWS Directory that we mailed out last month is the phone contacts if you wish to volunteer.

On February XX, AOL (America Online) will replace Compuserve as access provider to United's Apollo system. AOL has sent out CD's for those wishing to convert. If you are a user of the Easy Apollo program from Compusult, Webmaster Bruce McLeod has placed instructions on the RUPA Website (www.rupa.org) on how to install Easy Apollo onto AOL. Look under Bulletins on the Website for this information.

Bill Bartel, RUPA President



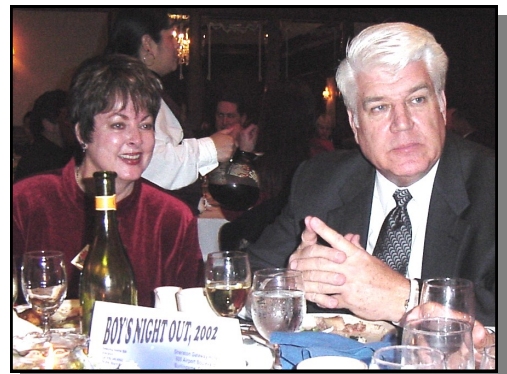
Quarterly Board Meeting



Hand Delivery of RUPA Membership Form and Check from Stefan Steinberg to RUPA President



Capt. Rusty Aimer and Capt. Corey Ferguson, Hosts of the LAXFO - Council 57 Retirement Dinner



New RUPA Member Bob O'Neill and wife Barbara (Bob retired as number one on the UAL seniority list)

**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

New Email for Cleve Spring: clevespring@attbi.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.....\$25

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 - DOUGLAS M-3

Douglas aircraft joined the United fleet in 1926 with National Air Transport. The M-3 was chosen to replace the war-surplus DeHavillands that were flying the mail routes and brought greater speed, a greater load capacity, and more reliability and safety.

The M-3 had an "all-weather" landing capability that consisted of two 150,000 candle-power lights and two parachute flares of 30,000 c.p. each. The flares were of four to seven minute duration and provided an illumination area of about a mile in radius at an altitude of 1000 feet.

Technical Data:

Type	Mail express	Cargo Load	1,000 lbs.
Accommodation:	One (pilot)	Gross Weight	4,645 lbs.
Power Plant	400 HP Liberty	Span	45'-10"
Cruising Speed	115 MPH	Length	28'-10"
Range	600 Miles		

BOY'S NIGHT OUT, 2002

Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, CA
San Francisco Intl Airport
Friday, February 22nd, 2002

Sleeping rooms \$99
Sheraton
Call 650-340-8500
"RUPA- Boy's Night Out"

Reception
5:00 pm – 7:00 pm,
Dinner
7:00 pm – 10:00 pm

Only \$40 again this year!

Send checks to:

Sam Cramb, 20090 La Roda Court, Cupertino CA 95014

Please indicate choice of Roast Prime Rib of Beef or Salmon Filet.



PROPOSED CHANGES TO THE RUPA BYLAWS

Article 3. MEMBERSHIP AND DUES

Section 2. A one-time membership cost is \$50. The annual dues for members shall be \$25, payable during the birth month. Members are not eligible to vote unless dues are paid.

Section 3. The monthly RUPANEWS will be mailed to all members in good standing.

Article 6. BOARD OF DIRECTORS

Section 1. The Association shall have a Board of Directors consisting of the 3 elected Officers, the Immediate Past President, the RUPANEWS editor, the Webmaster, and other members appointed by the Board.

Cruzin' with RUPA 2002

Panama Canal Cruise

October 31 - November 10, 2002

Fort Lauderdale, FL to Fort Lauderdale, FL

*Join all of your RUPA Buddies for 10 days of good fun,
camaraderie, etc, etc.....*



<i>Day</i>	<i>Date</i>	<i>Port</i>	<i>Arrive</i>	<i>Depart</i>
0	Oct 31	Ft. Lauderdale, Florida		6:00 pm
1	Nov 1	At Sea		
2	Nov 2	At Sea		
3	Nov 3	Puerto Limon, Costa Rica	6:00 am	6:00 pm
4	Nov 4	Scenic cruising the Panama Canal		
5	Nov 5	Cartagena, Colombia	9:00 am	2:00 pm
6	Nov 6	Willemstad, Curacao	noon	10:00 pm
7	Nov 7	Oranjestad, Aruba	7:00 am	4:00 pm
8	Nov 8	At Sea		
9	Nov 9	Half Moon Cay, Bahamas ¹	8:00 am	4:00 pm
10	Nov 10	Ft. Lauderdale, Florida	8:00 am	

Millbury Travel Service
240 Main Street
Millbury, MA 01527
508-865-6119
1-800-966-6007

October 31, 2002 10-Day Panama Canal Cruise
SS Rotterdam - Holland America Cruise Line

Names _____

Address _____

Telephone (Home) _____ (Work and/or FAX) _____

_____ Inside Cabin Category "N" \$999 PP

_____ Outside Cabin Category "H" \$1,249 PP

_____ Outside cabin with Balcony Category B \$1,999 PP

Prices are being negotiated and may be less than listed.

(Price does not include \$341 Port charges and all taxes)

- Deposit \$500 PP Due with reservation
- Final Payment Due: August 1st, 2002

_____ Check made out to Millbury Travel

_____ Credit Card MC VI AMEX DIS (Circle one)

Card # _____ Exp Date _____

Name on Card _____

Cancellation Penalties:

*75-46 Days before sailing \$500 Per Person
45-16 days prior to sailing, 50% of gross fare
15 days or less 100% penalty*

JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

The Joe Carnes N.W. Illinois RUPA Luncheon was held on the 8th of January at the Warsaw Inn McHenry Ill. In attendance were:

Willie & Lois Anderson	Don & Joan Anderson	Hap Arnold
Leroy & Eva Bair	Ken & Muriel Bergsma	Dale & Glenys Bird
Ted Bochniarz	Tom Boyle	Bill Cherwin
Joe & Julie David	Jerry & Judy Drommenhausen	Tom Fasiang
George Foxe	Marty Gallagher	Bob & Sherry Gore
Joe Hart	George Keller	Don Leissner
Doc & Dee Manny	George & Jacquie Mathes	Ollie Mays
Rob & Linda McCutcheon	Ralph Mikulich	Bob Moncur
Marjorie & Howard Nelson	Claude Nickell	Jim & Jan Noble
Bob Olson	Ray Potsic	Frank Reed
Fred Rodgers	Bob Rosebraugh	Bill Rutherford
Cliff Sanderson	Bill Silvester	Ole Sindberg
Bernie & Rachel Sterner	John Thomas	Tom & Eva Wedel
	Paul & Linda Wember	

Thanks to Linda McCutcheon and Eva Wedel. The check in went smoothly which allowed Rob, Claude and Tom have a few pops while the group was gathering.

Milt Jensen again served as the M.C. Any group that is lucky enough to have Milt as the M.C. is always better for it. An Announcement was made that we had officially changed our name to The Joe Carnes RUPA Lunch.

Joe started this group, that has had as many as 91 in attendance. Miss you Joe, but thanks to you this event has become something that is looked forward to by a large group.

Submitted by Claude Nickell

CHI AREA LUNCH

Bernie Sterner

On Nov. 7, 2001 our Chicago RUPA group met at the Itasca C.C. for our quarterly luncheon. We had a great turnout of 80 people; a lot of good conversation and catching up on old times. Needless to say, there was much talk about U.A.L. pilots retirement fund. Milt Jensen, our M.C., kept us well entertained and kept the show on the road, so to speak.

In attendance:

Don & Joan Anderson	Jim & Lonnie Bone	Duane Bucksath	Ernie & Lorraine Burmeister
Melvin Charlier	Norm Clemetsen	Bill & Bert Depner	Don & Joyce Fett
Lou & Mary Gust	Bill & Julie Irwin	Dennis & Shari Keast	Bob & Mary Lamothe
Kay McMurray	Bob & Shirley Moncur	Dick Nicholson	John Organtini
Dotti Ratcliffe	Dave Runyan	Don Schwesinger	Bernie & Rachel Sterner
Bruce & Anita Wilkins	Louise Bernier	Bob Bos	Carl Burmeister
Bill Cherwin	Frank Cleland	Vern Cummings	Tom Fasiang
Anita Fretwell	Joe Hart	Milt & Ina Jensen	Vicki Keith
Karol Marsh	Al McNutt	Stein Munter	Jim O'Donnell
Ray Potsic	Bob Reinecke	Jack Starr	Joan Carron
Sys Tiemann	Ted & Dolores Bochniarz	Joe Bozinski	Hazel Carlson
Al Ciciora	Tom Clemens	Nick Damalas	Dale & Pam Dopkins
Ray Gilliland	Fred Hodge	Bob Johnson	Dick Kuhn
Bob McCutcheon	Carol Moore	Claude Nickell	Bob Olson
Ken & Shirley Peterson	Bob Rosebraugh	Dick & Frances Schultz	Hank & Elise Sheldon
	Ed & Lorene Stickels		

WASHINGTON AREA RUPA, EDDIE O'DONNELL LUNCHEON

January 16, 2002

Our usual lunch location gave me late notification that they would be closed for the month of January. One of our regular attendees came to the rescue, not only suggesting a location but also arranging the date and a favorable price. Yours truly was saved from having to pursue the arrangements right in the midst of two months scheduled for fishing, hunting and Christmas. Allow me to express my gratitude to Clyde Luther. Springfield Golf and Country Club was not found lacking in any matter related to the room, the menu, the service or the attitude of management.

As usual we began by gathering around the tables to remain standing for a moment of silence remembering those who have preceded us in the Flight West. In particular we thought of those departed since last we met, Mrs. Beth Williams (wife of Powell), Bob Buck, Earle Fisher, Jim Kinne and Tom Morrison. We remembered the pleasure of their company and the part they played in our lives and our profession. After lunch and a dessert of Chocolate Chambord Cake, that served to elevate the animation of conversations and prevented even the most senior of the group from dozing.

We heard from Mr. Robin Dunn, who came as guest of Dick Edwards. Mr. Dunn is writing a book about the Vickers Viscount for the Airliner Tech Series. He solicited assistance with his research from the Viscount Veterans in the group. The book is scheduled for release in 2003 to coincide with the 50th anniversary of the Viscount entering into sustained airline operations. Mr. Dunn invited the group to the Washington Airline Society that meets the last Wednesday of each month at 7 p.m. in the National Air & Space Museum Briefing room.

A Hearty Thank You was extended to attendees who assisted Jack and I. Roger Limeux, Dave Malone and Jerry Goebel handled the reservation phone calls. Bernie Schwartzman and Bill Nolan handled the registration table. Jerry solicited donations for the Memorial Fund and gave an update on Bob Van Housen's wife, Lam. Tony Keffer reported on his visit with Carl Miller

It was reported that Pat Via, wife of Crew Desk Rusty had successful cancer surgery. We then recognized the first time attendees, Doug Found, Pat Austin and Bill Kellenberger and extended our welcome. Dave Malone extended an invitation to Breakfast in Manassas, Virginia. He proposes Breakfast on the 2nd Friday of each month, at 9 a.m., at Mike's Diner across the street from Prince Williams Hospital on Sudley Road (Rt. 234). He also mentioned that retirees in the Leesburg, area are meeting for Breakfast at the Virginia Kitchen on Catocin Circle, 9 a.m. on the 1st Friday of each month. The gatherings are casual and informal. No video or audio recording devices permitted. Formore information his email is malone-house@msn.com and phone is 703-361-4286.

We then discussed the furlough situation at UAL and the surplus reduction efforts of the pilot group. Next came the mail order prescription switch to Merck-Medco and confusion regarding the identification number. It turns out that XON precedes the number for those over age 65 and UAL precedes the number for those younger. Next we moved on to the February 28th change of APOLLO Access from Compuserve to AOL and that is too much to relate here. It was noted that beginning January 19, SkyNet/WebList will require a new password and will have a re-designed sign on screen.

It has been pointed out to me that I have been referring to a Golden Vessel that should be more properly called Brass. Since it is neither Brass nor Gold I figure that I can embellish and fancify as I wish. From that Shiny Vessel of Great Utility, Doug Found drew the ticket for Bob Morf and Al Buff drew the ticket of Larry Grube. They are each enjoying the finest fruit of northern Loudoun County.

The following were in attendance:

Bob Aldridge	Pat Austin	Bob Bell	Al Buff	Chet Cassel	John Cerisano
Gary Cook	Dub Crawford	Ed Crowther	Doug Deidrick	Vince DiFelice	Robin Dunn
Dick Edwards	Roy Ellis	Bob Engl	Jack Evans	Ferg Faunce	Brad Fleming
JimFoster	Doug Found	Jerry Goebel	Bill Golemon	Jack Grooms	Larry Grube,
Tony Keffer	Bill Kellenberger	Roger Lemieux	Joe Lubozynski	Clyde Luther	Dave Malone

Hank McBride	Frank McKenzie	Lou Meyer	Ed Miller	Norm Moore	Bob Morf
Bill Nolan	George Paull	Bud Ruddy	Bill Salisbury	Bernie Schwartzman	Jerry Shuts
Chuck Smith	Joe Soltis	Sim Stidham	Fred Streb	John Turner	E.K. Williams

Powell Williams.

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

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at the Belle Haven Country Club south of Alexandria and we invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon is CO-ED with the Widows of our Friends Flown West as our guests on the 17th of April. Capt. Chuck Crosby and Mr. Herb Petitt have been invited to present our Annual State of the Domicile Report. Contact Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@compuserve.com) to ensure a place at the table and a bean in the pot.

E.K. Williams, Jr.

Washington Area Representative

DENVER GOOD OLE BOYS

Dick Wagner, Golden, Colorado, 18 December 2001

We had 57 in attendance at our Coed Christmas luncheon, which was a great success. The only somber moment was the announcement of Capt. Ralph E. Vance, 68, last flight west, by an accident in a fire vehicle while he was responding to a fire. He was a volunteer fireman for the Elk Creek Fire Department here in Colorado. We also signed a card for Capt. Warren Mugler's wife, Elaine, who is very ill. We meet the 3rd Tuesday of the month at American Legion Post #1, Interstate 25 and Yale Ave., one block east of I-25 on the south side. Next scheduled luncheons: January 15 and February 19, 2002.

Attending were:

R. G. & Jan Rohe	Dick & Ilene Wagner	Fritze & Judy Meyer	John Miller
Ron & Georgia Shafer	Gary & Marion Gore	Gail & Casey Walker	Ted Wilkinson
Bill & Mitzie Fife	Bob & Jim-Claire Clipson	Bill Bates	Bill Hoygaard
Jack Davis	Jean & Dick Kobayashi	Shirley & Keith Patton	Jack & Shirley Turner
Ken Ewing	Tom & Moyna Hudgens	Bob & Ann Blessin	Maury Mahoney
Charles & Sandy Fellows	Curly & Opal Baker	Bob & Gretchen Stemple	H. W. Reid
Pat & Russ Ward	Bill & Luci Pearce	Bob & Penney Dietrich	Joe & Marcee Kenney
Ruth & Dave Stearns	Pat & Dee Murphy	Doug & Katja Mitchell	George & Vesta Maize

Steve Pahs.

Dick Wagner Golden, CO 15 Jan 02

There were 18 "Good Ole Boys" at this first luncheon of the new year, which was a little earlier in the month, which may explain the turnout.

The bad news was that Curly Baker was wrestling a snow blower and lost. He broke his hip and was hospitalized until today.

We did a great deal of hangar flying and talked of the 727's retirement, as well as the S/O's. We meet the 3rd Tuesday of the month; 19 February and March at American Legion, Post #1 at I-25 and Yale one block east of I-25, south side. Those present were:

Dick Wagner	Babe James	Ted Wilkinson	Maury Mahoney	Pat Murphy	G. Zimmerman
Hal Meyer	Tom Hess	R. O. Stewart	J. R. Kenney	John Thielen	Bill Meston
Bill Fife	Bob Ashworth	Bill Hoygaard	Tom Gordon	Steve Pahs	

GOLD COAST LUNCH

The South Florida group met on Thursday, the 13th of December, and had another great time. We were saddened by the loss of one of our members, Will Lambert.

Will was terrific guy and he will be missed. Ham Wilson is back from Alaska. He cleared up a mystery. He said that it isn't true that the only reason he married his wife was because her father gave him a million dollars. He said he would have married her if anyone had given him a million dollars.

Attending on Thursday were:

Burt Olson	Ham Oldham	Jimmy Carter	Hank Fischer	Ned Rankin	Stan Blaschke
Paul Dunne	Tom Llewellyn	Bob Lang	Ham Wilson	Paul Livingway	Dan Kurt
Les Eaton	Dick Bodner	Warren Hepler	Frank Sigwald	Walt Kimmey	Jerry Bradley

Bob Hein.

Next meeting will be on January 10th, same time, same place. That would be the Flaming Pit Restaurant in Pompano Beach at 11:30 AM. Any questions, please call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. See you in 02.

For Jimmy and Stan - Jerry

We had a good group, 20, at our first meeting of the New Year. Discussions were held on sore feet, (mine) sore backs, general aches and pains, doctors and health insurance

One guy started to talk about girls and everyone told him to shut up. We welcomed Dick Ruitter for the first time and hope he will come back often. He brought a small bit of intelligence, if you have a problem bringing up the UAL web site, try leaving off the s in <https://>. It worked for him.

Present on January 10th were

Charlie Steward	Bill Henderson	Hambone Wilson	Walt Kimmey	Hank Fischer	Dick Ruitter
Peter Gallant	Dave Peat	Ned Rankin	Paul Dunne	Warren Hepler	Dick Bodner
Bob Lang	Ham Oldham	Lyn Wordell	Stan Blaschke	J.T. Palmer	Sid Sigwald

Les Eaton Jerry Bradley.

Next meeting will be on February 14th at the Flaming Pit Restaurant in Pompano Beach, Florida. We start at 11:30 and all are welcome. If you have any questions about our affair, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. If you are paying for the call, I would recommend calling Stan. Jerry Bradley for Jimmy and Stan

LAS VEGAS HIGH ROLLERS LUNCHEON

Wednesday, December 19, 2001 9:28 AM

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

Our December luncheon was attended by 26 of the Las Vegas faithful bringing Toys For Tots that filled our van. The toys were delivered to Ch.8, and a brief note about our RUPA generosity was noted on the air by the newsman. Our hosts for the December lunch were Lloyd Whitlow, Donna Lee Koepp, Hal Morris and Shirley Morris. In addition to good food, good drink and good companionship, it was another beautiful Las Vegas day. Those attending besides our hosts were:

Andy and Dawn Anderson George Atteberry Bill Balboni
Barry & Ruth Dixon Larry & Mary Doyle Ron & Jan Kakeldy
Hugh & Kathy Mattern Bud Puckett James & Joan Sieger
Jimmy Price & Carol Starbuck Gene & Mary Lamski Don & Betty Swirnow
Lyle Miller & Sharon Gravert Gerry & Susanna Johnson

and yours truly,

Clyde House and Marie Loquet

Some announcements of good cheer from WHQ is the restoration of the companion passes. HURRAH for someone using their head to bring in more income for the company. January 15 will be our next luncheon at the Memphis Barbecue. See you all there,

We are off to Tokyo to spoil the grand kids, so have a very Merry Christmas and a wonderful 2002.

NORTH COASTERS

December 2001

This has been a busy month for the "Cleveland Crazies" with the Christmas Party and luncheon. The Christmas Party was hosted by John and JoAnn Pinter on December 8 at their home and was well attended, including "Crazies" living in other states. Several are still active pilots. Those that attended the party were:

Drew & Ann Steidinger	Bob & Liz Olsen	Bob Spillman & friend
Diane Bailey	Carl Fetko	Dick & Mary Lou Sanders
Steve & Linda Jakubowski	Dan & Bev Seiple	Rich & Carol McMakin
Keith & Aline McCormick	Rick & Ronnie Ogden	Don & Kelly Johnson
Vick & Brigitte Popelars	Jim & Bonnie Morehead	Dick & Joanne Orr
Jack Feining & Friend	Ed & Barbara Griffith	Dave & Kristine Suits

and last but not least Jim Poulter and his wife.

It was a great evening renewing old friendships with those who haven't been here for a number of years. The Jakubowski's for example haven't been back for over 10 years and their arrival was a delightful surprise to all. The party started at 1630 hrs and lasted until 0130 hrs. Everyone brought a dish to pass and I'm here to tell you those "Wuppies" (Wives of United Pilots) are terrific cooks.

The regular luncheon meeting was held on December 20th (the third Thursday) as usual. There were more members than expected attending this month. Many of us are snowbirds going south for the winter. Several came back for the holidays and of course just had to come to lunch at TJ's in Wooster. Those in attendance were:

Dick & JoAnne Orr	John & JoAnn Pinter	Bill Dilzell	Thomas & Sandy Race
Rick Ogden	Bill Clerico	Donald James Karaiskos & Bev	Dave Suits
Ken Wheeler	Dick Sanders	Rich McMakin	

Also joining us was Dr. Chuck Hoyt, the FAA doctor who knows many of us intimately.

The meeting started with several jokes. Ken Wheeler started the session, than of course Dick Orr had to tell one that led to another by John Pinter and than Don Karaiskos couldn't be left out. Luckily the food came to interrupt the story telling and we started some serious eating. Dick Orr than presented a gift to our waitress Vicki. Vicki is a special person and has been our personal waitress ever since the formation of the North Coasters.

The event ended with Ken Wheeler playing a recording of "Auld Lang Syne" by the Platinum's. Ken sings in a barbershop quartet and "Platinum" is the world champion. After hearing the recording, even on a boom box, we all can understand why.

We were kicked out at 1500 hrs due to another party being booked and they had to set the room up. We all left looking forward to the next time we can get together.

By the time you read this we will be into the New Year, however, the "North Coasters" would like to wish you all the best in this coming year. This is John Pinter reporting. Why you ask? Well I sat next to Dick Orr at the head of the table and since he had to leave early he asked me to do it. All these years I sat in the back of the class or rear of the church and it served me well. After I retired I didn't think it mattered anymore, oh well...

January 17th 2002

Once again, the walls of TJ's Restaurant in beautiful downtown Wooster, Ohio resounded with the noise created by the North Coasters. Our January 17th luncheon was well attended. With the snow birds away to warmer climes, we were prepared for a small turnout. However, so many showed up that we had to arrange for seating four more people than planned!

Conversation flowed and many jokes sent waves of laughter through the group. Some discussion about a possible change of leadership and/or meeting place took place, but nothing definitive was decided. Seated around the large table were

Gene White	Dick and JoAnne Orr	Vic Popelars
Rick and Ronnie Ogden	Ed and Barb Griffith	Jim Burrill

Jerry Cox

Ken Wheeler

Richard McMakin

Harv and Pat Morris

Dave and Kris Suits

Bob and Liz Olsen.

Vickie, our favorite waitress / hostess, thanked the group for her Christmas present. She told us that the extra funds helped finance a weekend of fun on a gaming riverboat cruise.

Next luncheon will be Feb. 21st., same place, 1 P.M. RUPA members, working pilots and spouses are welcome at all gatherings. Fly-ins welcome, and will be provided wheels from the Wayne County Airport.

Call:

Dick Orr (330) 262-5811.

NEW YORK SKYSCAPERS' LUNCHEON

Thirty one of United's finest gathered at Manero's in Greenwich, CT for a great time on October 16, 2001. Twice a year gatherings and three hours for food and drink were not enough to renew old friendships and do all the hangar flying.

Be assured the phrase, " and a good time was had by all" sums it up. We missed a number of regular attendees with hopes they will be in good form at our next meeting. Jerry Schlichter was gathering his strength after surgery. John Paige and his effervescent smile was a welcome surprise. Now if we could have gathered in such notables as the Honorable Bob Carey, things might be looking better.

Everyone noticed Rip Munger trying to sneak a seat among us. Alas, we know Rip will be hanging his hat as United loses the third seat in our fleet of planes. If I heard correctly, Rip has forty nine years with United, Congratulations !

AI Venskus is a recent addition to the Skyscraper gatherings, welcome aboard. Cornie DiLauro and Larry Caswell made appearances and we hope to see many other old timers in attendance at our meetings. If you've been away, it's like going to Confession, afterwards it's not so bad !

George Schnell twisted the arms of the pilots for the 50-50 drawing. How he managed to have his name drawn as the winner we're not sure, but we have other plans for the spring co-ed luncheon. In our second raffle George Haslett was the lucky person. His prize, luncheon for two if he attends the next meeting ! The caveat being, he will be the party required to sell tickets for the raffle(s). We must say thanks to George Schnell who returned much of his winnings to our kitty fund.

Winfred (Lippy) Lippincott has claim for the quote of the day; " I thought there was no free lunch, but I've been proven wrong". Having reached the big 90, the lunch is on the Skyscrapers. Our thanks to Dorothy L. for driving her dad to our functions.

Our next luncheon is set for Wednesday May 22, 2002. We had more than sixty plus attending last May at Pals Cabin and their quarters having been taxed to the maximum, we will return to our old haunt the Montclair Golf Club, West Orange, NJ. The Golf Club is a stone's throw from Pals Cabin. Jack Smith has secured the date in our name, mark the date!

With great anticipation we will break last springs attendance of 62 present. Plan on attending ! Look for more information in a subsequent article. If the Skyscrapers can guarantee 50 or more attending, a buffet can be served so expect a mailing to reach you well before the earlier date, which will be forthcoming. Do mark your calendar now.

Several of the notices sent for the October meeting were returned by the postal service when no forwarding address or the time for delivery had expired. If you fill the above bill and would like to be included in our mailings, you must update your new address by contacting Ray Bernosky. If you are recently retired do make contact with Ray via e-mail :rayandpat1@juno.com or snail mail : 41 Fairview Drive, Flemington, NJ 08822-4535

Phone (908) 782-3612, leave a message.

Those attending were:

Howard Aronson

Ray Bernosky

Ron Bouchard

Larry Caswell

John Clifford

Jim Colligan

Vince Daley

Ron Denk

Cornie DiLauro

Bob Duckworth

Stu Gibbons

Ted Garrity

Andy Harmatiuk	George Haslett	Jack Hill	Matti Kosonen
Lippy Lippincott	Ms. Dorothy Lippincott	AI Mitchell	Augie Miller
Gene Mongan	Rip Munger	John Paige	Tom Purrington
Bill Reynolds	George Schnell	Pete Sofman	Hal Storey
Chan Stoughton	Fred Tehaar	Al Venskus	

NEWS FROM THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners met at the Cottonwood C.C. in Sun Lakes on Friday Jan 11th. Don Eiken was our Host & entertained us with a video on the Life of William Boeing from his youth through the B247 era. Enjoyed By ALL.

In Attendance were:

Bill Bay	Betty Bergbower	Frenchy & Millie Bourgeois
Ginny Coleman	Ray & Lucille Courtney	Don & Jan Eiken
Bob & Bev. Gerdes	Ralph Johnson	Betty Johnson
Ken & P.J. Killmon	Phil & Dot McDonald	Karl & Mona Runkle
John & Shirley Prestegaard	Jim & Nancy Staib	Bob Steeneck
Ralph & Helen Wright		

FUTURE LUNCHEONS

Feb. 8th (Change from Anzio Landing) to McCormick Ranch Golf Club Scottsdale

March 8th-Lakes Club Sun City--Guest speaker Sergeil Sikorsky

April 12th TBA

Any one of you visiting Arizona. in the future we would love to see your smiling faces.

Frenchy & Millie

SEATTLE GOONEY BIRDS LUNCHEON

Date: Friday, 21 December 2001 10:41:22 -0800

The December meeting of the Seattle Gooney Birds was held on the 20th at the SEATAC Marriott. Great attendance for the Holiday Season. Jack Brown told of his recent trip to New Zealand and will recommend a travel agency which specializes in tours for the very active

The Seattle-based Fred Hutchinson Cancer Center has come under quite a series of attacks from the press, and Chuck Westpfahl was curious to see if anyone in the room had heard of the selection of their Dr. Leland Hartwell as one of the Nobel Prize recipients this year. None of us had. Funny how the press can be so eager to report the dark side of the news. *[List of members not readable. Ed.]*

17 Jan 2002

The Third Thursday Luncheon of the Seattle Gooney Birds was well attended today Jan. 17, 2002. There were 36 in attendance. Two new retirees, George Johnson and Bill Records were welcomed, as was soon-to-be retired John Stewart.

In Attendance were:

Bill Brett	Bill Stoneman	Brent Revert	Bill Records
Chuck Westpfahl	Bud Granley	Chuck Podhasky	Bob Berg
Dave Carver	Fred Hope	John Cordell	Bob Wulff
Vince Wormser	Jeff Roberts	Mark Gilkey	Jim Chilton
Ken Childrey	Howard Holder	Ed Duclos	John Stewart
Harv Beery	Walt Fallon	Jack Brown	Rex Joseph
George Johnson	Tom Graham	Sam Phillips	Verl Roth
Doug Christensen	Neil Webb	Bob Reid	Chuck George
Ray Hall	Vince Evans	Ted Woods	Wayne Woolard

TREASURE COAST SUNBIRDS

The Treasure Coast Sunbirds enjoyed their December luncheon on Tuesday, December 11. Since it was "Ladies Invited", several wives and some girlfriends were also on the scene. As usual the location was the Miles Grant Country Club in Stuart (it is actually in Port Salerno but it has a Stuart address for some reason). A nice selection of hot dishes was available, buffet style.

Any United pilot who shows up at our luncheons is welcome to become a Sunbird, and we would like to see all who are in the Treasure Coast area join us.

Ray and Susie Powell were present for the first time, even though they have lived in Stuart for some time. Many of us who had flown with Ray were glad to see them. Additionally, a trio of "Gold Coasters", Stan Blaschke, Ned Rankin, and Warren Hepler came up from Plantation, Boca Raton, and Davie. We were happy to see them also, and appreciate their effort in making the long drive.

In addition to those mentioned, the following also were there:

Jack & Glenda Boisseau	Clark Luther	Percy Wood	Ted & Hellevi Osinski
Joe & Lydia Burger	Dave Hoyt	Bob & Linda Schaet	Bill Northup
& y Lambert	Burt & Susie Olson	Dick Starita	Bill & Lulu Cole
Doug Johnson	Murray Warren	Rudy Pekrul & Lee Weeks	Jim Dowd

Dave Arey and Jean Kress.

This letter will probably be published after our next luncheon (Jan 8, '02). Again though, we would to remind all in our area that we would like to see them at our Treasure Coast Sunbird Luncheons (second Tuesday of the month).

Bob Schaet

(561 747 2796)

ALPA ANNUAL SCHOLARSHIP

Each year ALPA's review committee awards \$3,000 to an eligible high school student or college student with its special scholarship award. This annual grant may be renewed if the student maintains adequate academic standing. An additional \$2,000 is authorized annually by the Executive Council for scholarship funding, which may be used to augment current awards or be used for special one-year awards.

To be eligible for the scholarship program, an applicant must be the dependent of a medically retired, long-term disabled, or deceased ALPA member.

Students interested may apply at any time; however, it's recommended they do so in late January or February. Applications must be on file in the Washington office no later than April 1, 2002. Scholarship forms and additional information about the program may be obtained from ALPA Scholarship Monitor Jan Redden at 1625 Massachusetts Ave., N.W., Washington, D.C. 20036, or e-mail at GovBod@alpa.org.

CAREMARK TO MERCK-MEDCO CHANGE

We have been using Caremark for our prescription drugs. After the first of this year, we are being changed over to Merck-Medco for our "Drugs by Mail" service. I received some comments from other retirees asking about the newly issued Blue Cross Blue Shield ID card with a new Member ID number. The ID number is "X0N" followed by zeros and then the UAL file number.

That is where the trouble is located. When registering with Merck-Medco they want you to use "UAL", - not the "X0N", - followed by the zeros then your file number - (UAL000012345).

I'm now registered, however, I had to register my spouse using a different password. Same E-mail address - but different password.

On December 28th, I sent Merck a re-order for a refill prescription that I had with Caremark. I used the form that I received in the mail and stuck the refill order on it and dropped it into the mail. It didn't show after 6 days so I called.

I just got off the phone with Merck - they said it will take a couple of days yet to see my refill order.

I talked to UAL Benefits and they said that "New cards will be issued to correct the "XON" & "UAL" problem.

So, www.merckmedco.com is available for registration if you were converted from Caremark to them.

Milt Jines

We received the same information from Duncan Fleming, thanks Duncan. Ed.

CREDIT UNION STANDS STRONG AND READY TO SERVE

Since September 11th, a number of credit union members have inquired about the safety and security of their savings. Similarly, the December issue of *RUPANEWS* contained an article on credit union share insurance. We at United Airlines Employees' Credit Union are pleased to provide you answers to the more frequent questions we are receiving regarding safety and security.

How financially stable is the Credit Union?

Rest assured, we are a conservatively managed, fiscally sound, independently operated financial institution serving over 160,000 members. The Credit Union is member-owned and is not financially dependent on our corporate sponsor, United Airlines or any other organization. We do not have any direct investments or loans with United Airlines. In addition, our state and federal regulators have consistently awarded us the highest examination ratings possible for safety and security. Plus, we have no debt and maintain over two times the level of capital reserves (\$400 million) required by our regulator to protect against any type of economic downturn. We are proud of our 66-year record of financial and service excellence and have never been stronger.

What is the purpose of share insurance?

Membership in the Credit Union comes with many benefits, one of which is Share Insurance Protection. Your accounts are federally insured by the National Credit Union Share Insurance Fund (NCUSIF), which is administered by the National Credit Union Association (NCUA), an independent agency of the US government. Share insurance is provided to protect your funds from loss due to the extremely unlikely event of a financial failure of the Credit Union. Not one penny of insured savings has ever been lost by a member of a federally insured credit union.

Can share insurance coverage exceed \$100,000?

In general, the account owner, joint owner, and qualified beneficiary is each insured for \$100,000. There is no maximum to this coverage. Members interested in determining the amount of coverage on their account may wish to review the information and examples provided by NCUSIF, the government insurer, online at: www.ncua.gov/ref/insured_funds/funds.htm. For those members without online access, the credit union provides a copy of the booklet at no charge as a service to our members. Simply call our Member Service Center at 800-328-1935.

(Due to the complex nature of share insurance coverage, our staff is prohibited from providing legal interpretations as to the amount of insurance coverage on your account(s) The insurer, NCUSIF, cautions that no persons, including UAECU staff, may, by representation or interpretation, affect the extent of insurance coverage provided by the Federal Credit Union Act.)

DIRECTORY ERRATA

My listing in the RUPA directory has an incorrect telephone # My correct phone # is 815-464-6601. Also my e-mail address is Fcleland@aol.com.

Thanks, Francis L. Cleland

MEC R&I DECEMBER 29 '01 - MORE ABOUT THE PRESCRIPTION DRUG PLAN CHANGE

(Prepared by Ray Stratton, Council 57 R&I Committee)

QUESTION: Who is Merck-Medco and what do they do?

ANSWER: Merck-Medco is the mail order prescription company who will be replacing Caremark effective January 1, 2002.

QUESTION: Why are we changing? I thought Caremark did a pretty good job.

ANSWER: United continually reviews our suppliers in order to get the best value for its employees.

Merck-Medco offered greater benefits than Caremark so United changed vendors.

QUESTION: What if I'm in the middle of a 90-day prescription when we make the change?

ANSWER: Caremark will send a file to Merck-Medco of all employees who have current prescriptions.

Merck will begin servicing your account after January 1.

QUESTION: I asked my Doctor to write my prescription for a 90-day supply, yet only a one-month supply arrived. Why?

ANSWER: The Doctor probably wrote the prescription for a 30-day supply with refills. Be sure to tell your Doctor that you are using a mail order prescription service and to write the Rx for the full 90-day supply.

QUESTION: Why do I keep getting charged for another deductible for the same prescription order?

ANSWER: The prescription may have been written for a 30-day supply with 2 refills and that's how the order will be sent. Be sure to ask your Doctor to write the Rx for the full 90-day supply.

QUESTION: How can I get my prescriptions faster?

ANSWER: Merck-Medco usually fills the Rx the same day that they receive it. You may however ask your Doctor to either phone or fax your prescription directly to Merck-Medco. The quickest and safest way is for your Doctor to electronically submit the order directly to Merck-Medco. Merck-Medco will gladly offer to help setup this service for your Doctor's office if they are unable to do this.

Miscellaneous Statistics (Investment Advisor Magazine)

12% Annual real return of the S&P 500 index in the 1990s

3.8% Annual real return for the S&P 500 in the next 10 years if combined decades of 90's and 00s returns the S&P 500 to its historical average of 7% real return.

19.3% Average annual return for the next 20 years predicted by retirement plan participants willing to make a prediction

12.1 Median duration, in months, for bear markets from 6/13/49 to 3/30/01

23.7 Median duration, in months of bull markets from 6/13/49 to 3/30/01

22 Average number of years Americans can expect to live in retirement

Faternally

UAL MEC R & I Committee

Barry Wilson, Chairman

Marty Torres

Don Clements

Visit the R&I WebPages on the UAL-MEC Website (www.alpa.org) for the current Library of Articles and back copies of the R&I Weekly News.

MEC R&I JANUARY 5 - GENERIC DRUGS

QUESTION: Will Merck-Medco continue to substitute generic drugs for brand names as Caremark used to do?

ANSWER: Yes. Available generic equivalent drugs will be substituted unless your doctor specifically prohibits such substitution.

RELATED QUESTION: What does ALPA think about generic drug substitution?

ANSWER: The Committee passed this question to Council 57 R&I committee member Capt. Lary Free-

man (a 747-400 captain who also has been a practicing registered pharmacist since 1964).

Lary's response:

[I want to preface my response by making it clear that I am answering this from my viewpoint as a pharmacist. The opinions expressed are mine and in no way reflect input from the R&I committee, UAL, or Merck-Medco. Any errors, mistakes, or omissions are mine NOT UAL's, the R&I Committee, or Merck-Medco. Captain Lary Freeman, LAXFO]

The use of generic drugs is a common practice both when the patient is paying directly and when a third party such as Merck-Medco provides the medication using employer and employee reimbursement. Merck-Medco, which is a division (but operates entirely separate) of Merck is referred to as a pharmacy benefit manager (PBM). United operates as a self-insurer, meaning most of the costs of health care for covered employees plus the costs for administration by providers and benefit managers eventually comes out of United's check book. The Company spent more than \$77 Million for the Caremark prescription program in 2000. Employee co-pays (\$10 and \$20) accounted for just over \$4 Million. The purpose of a PBM like Caremark or Merck-Medco is to assist in managing these costs. I personally would not anticipate that the handling of generics will be any different with Merck-Medco than it was with Caremark. I do not personally feel it is within the scope or expertise of anyone at ALPA to be approving or disapproving of the use of generics.

I will digress a bit to discuss "generics". When a new drug is developed, tested and approval from the FDA is obtained, a company usually gets a protected period of time when they are the only firm that can produce and sell (or authorize others to produce and sell) the particular drug. Thus is "created" a brand drug. As a common example, Valium (known generically as Diazepam) was developed around 1970 by Roche and they had exclusive rights to manufacture and distribute it until sometime late in the 1980s. The two pharmacies I work at do not normally carry brand name "Valium" in stock but instead carry a very reputable generic version. I would say 90% of the Rx's for this drug, are written for Valium, and the state pharmacy laws permit us to fill it with the generic version called diazepam. In the rare case where the patient (or even more rarely the doctor) wants brand name Valium, we order it, and the patient ends up paying 3 or 4 times as much as they would have for the generic equivalent.

The same would be true of Elavil (amitriptyline), Xanax (alprazolam) Lasix (furosemide) and many other drugs. These generics are quality products produced by reputable firms (in some cases the same contractor that produces the brand name product), and in no way less effective therapeutically than the brand name products. Many new drugs (e.g. Vioxx, Celebrex, Paxil) are still patent protected and not even available as generics. Using generics is cost effective for the patient and the company. This IS NOT like going to the car dealer with your almost new Mercedes and having them put on what may well be an inferior after-market bumper or fender that was made in Taiwan or Korea. On the rare occasion where someone in my family has a prescription filled, I always prefer a generic, if there is one available.

Not just because the co-pay is \$10.00 instead of \$20.00 but also because I feel it would be a needless expenditure of United's already scarce money. I compare this to a decision not to intentionally waste fuel when I am flying United's aircraft or driving my own car.

I would not strongly support generics if I felt the therapeutic effect of the generic drug was any less than with the brand drug. As I have said in an earlier article, the decision to use generics can best be left up to your physician and the pharmacist. Prescription drug costs currently consume 9% of total health care expenditures in the U.S. These are costs that most companies now feel need to be managed to get maximum value. Generics represent good value for the dollars spent.

Captain Lary Freeman

New Email for Cleve Spring
clevespring@attbi.com

New Email for Jock Savage
jocksavage@attbi.com

UAL MEC PASS TRAVEL COMMITTEE

January 5, 2002

A SUMMARY OF PASS TRAVEL RELATED ISSUES AND WHAT IS EXPECTED AHEAD:

There are three outstanding Pass Travel related issues where direction has been given by the MEC. The Company responded to two of those issues in writing. They are the MEC's desire to see all retired employees continue to accrue date of hire seniority for pass travel purposes, and the MEC's desire to expand pass benefits for furloughed employees beyond the company's current policy of 90 days. However, my discussions with them were more illuminating than their written reply, so I will expand on those issues here.

ACCRUAL OF DATE OF HIRE SENIORITY FOR PASS TRAVEL FOR ALL RETIREES:

This involved a number of discussions with the company, but their consistent response throughout these discussions has never wavered. They feel strongly that such a change would be detrimental to the morale of the employees and be perceived as unfair. Their reasoning is based on their conviction that by making this change it would disadvantage a significant number of active employees. And as an aside, they believe pilots would be disadvantaged as a group to a greater extent than other groups.

But their principal objection lies in that the junior employees of the company continue to feel disadvantaged following the expansion of various travel benefits during and following the ESOP. To further aggravate those feelings without any clear broad benefit is something the company said they're just not willing to do.

EXTENSION OF PASS TRAVEL BENEFITS FOR FURLOUGHED EMPLOYEES BEYOND THE CURRENT 90 DAYS:

The company is unwilling to make this change for a number of reasons. First it is the company's belief that pass travel benefits are taxable as imputed income for anyone who is not part of the IRS defined immediate family of an airline employee. Since furloughed employees are no longer employees of the airline, the company feels they could still legally receive pass benefits, but the company believes they could do so only under one of the following two conditions:

The pass benefits would have to be taxed. Which means United would have to collect those taxes.

United could avoid the taxation by offering ID85 fare travel on United. This would require collection of the fare by the company.

United says that since the furloughed employees are no longer subject to payroll deductions, the company is unwilling to incur the costs of hiring manpower to collect either the taxes or the fares.

In response to the comment that some other airlines have extended furlough pass travel beyond 90 days, United replies that it disagrees with the risk some other airlines are taking with regard to the IRS. And United says that furthermore it does not want to draw unnecessary attention to pass benefits because of the continuing interest in some quarters of the government to extend taxation to these benefits.

THE REMAINING MEC ISSUE IS DIRECTION TO OBTAIN FEDEX BENEFITS FOR RETIREES.

I am pleased to say the company is pursuing this and I am hopeful that we will have this benefit for retirees sometime in the next twelve months or so. Currently American Airlines' retirees receive FedEx benefits but it is double the rate of active employees (\$12 minimum vs. \$6.24 minimum). I have urged our International Marketing Department (the department that handles all interline issues) to try to use our leverage to obtain the same benefit as active employees for our retirees. They agreed to try, but also disabused me of the notion that we have much leverage with FedEx: The usages of interline benefits by FedEx and United employees is quite lopsided with far more UAL employees using FedEx than FedEx employees using United. So much for leverage.!

INTERLINE ISSUES:

I am happy to report that our working relationship with the department that handles offline travel is excellent – especially considering that their manpower was cut in half. I am very grateful for the cooperation and help that Vallie Szymanski and her department has given us recently on a number of off line travel issues.

ZED FARES:

As I've reported previously, ZED fares will begin replacing ID95, 90 and 75 fares on some carriers beginning later this year. ZED fares are fixed fares for various zones of travel based on distance and are inter-

changeable between carriers. The advantage for the company is quicker issuance of tickets since there are no fare calculations necessary – a matrix of 24 possible fares will be in Apollo and all employees and CSRs will have easy access to them. ZL (or ZED Low fares) will replace ID95 fares, ZM (ZED Medium fares) will replace ID90s and ZH (ZED High fares) will replace ID75s. The advantage to the employee is that virtually all the ZED fares are cheaper than the ID fares and more than half of them are substantially cheaper!

And finally, as mentioned earlier, the ZED tickets will be interchangeable on all ZED carriers. The company expects “a substantial number” of carriers to participate in the ZED fares within just a couple of years.
ALOHA AND HAWAIIAN:

The company is aware of our concern that the inter-island fares at Aloha and Hawaiian no longer come even close to resembling an ID90 fare. Their fixed rate fare is unacceptable in my view. And since such a large number of UAL employees use the local Hawaiian carriers, this is on my priority list and I’ve asked United to put it on theirs as well. They’ve agreed to talk with Hawaiian (the surviving carrier in the merger) but they don’t have a good feel right now for how Hawaiian will respond.

OTHER ISSUES THAT HAVE BITTEN THE DUST DUE TO THE COMPANY’S FINANCIAL STRAITS

There were a number of enhancements to pass travel that were on the fast track and that would have improved our pass benefits but have either been delayed or postponed indefinitely. These are:

Employee discount for using UAL Freight.

The “Enrolled Friend” pass travel benefit.

E-tickets for pass travel and companion travel

THE LATEST WITH COMPANION PASSES:

The company hopes to have the 2002 Companion pass program in place by March 1st – the day after the 2001 companion program ends. But this is by no means assured.

There will be changes to the 2002 Companion passes. First we will be able to use our companion passes on United Express with the 2002 coupons.

Second there are three serious problems with the companion pass program that the company is trying to address and have corrected before the 2002 coupons are sent out. These problems are:

Revenue dilution from business travelers using companion passes to avoid paying walk-up business fares.

Revenue dilution from fraud. This includes the sale and bartering of the coupons. (I was told they were even for sale briefly on Ebay of all things) United’s security department has been working hard to collar those who have been abusing this benefit.

Security concerns: Unaccompanied companion travelers often trigger the FBI security profiles by virtue of certain criteria that is inherent to unaccompanied companion travel. As a result CSRs are diverted to deal with those issues at the expense of paying customers.

The changes United is considering include requiring employees to “register” (this is not to be confused with listing) their companions in an Apollo-based registry a minimum number of days before the registered companion can travel. The registry might include certain data, such as a government ID number, credit card number or something else similar.

The company feels this would alleviate or eliminate problems with all three areas listed above.

A word of caution to all employees: The company has been cracking down on employees who have used more than the allotted 24 annual coupons. As a result a number of employees, including pilots, are being required to pay back the company the lost fares for these extra coupons.

RETIREE ISSUES:

Since this report is often reprinted in the RUPA NEWS, I thought I’d also report on a couple of additional retiree issues.

I was honored to be a guest speaker at the recent RUPA (Retired United Pilots Association) convention in Las Vegas.

Two issues that came up, not previously addressed in this report, were:

Inability of retired employees who live in remote areas to obtain off-line reduced rate tickets. Good news.

There is already a procedure in place for this. If any retired employee lives in a remote location (s)he may call the Benefits Service Center and they will coordinate purchase and delivery of tickets over the phone. Inability of widow(er)s to use off-line travel. The company has agreed to approach some carriers on this subject (starting with the Star Alliance carriers, American and (at my request) Hawaiian. They caution, however, that many carriers don't even give benefits to their own widow(er)s of retirees, so they may be unlikely to give us that benefit.

Fraternally,
Patrick Palazzolo
MEC Ad-Hoc Pass Travel Representative

January 3, 2002
Patrick Palazzolo
SFOFO

RE: Travel Benefits

Dear Pat:

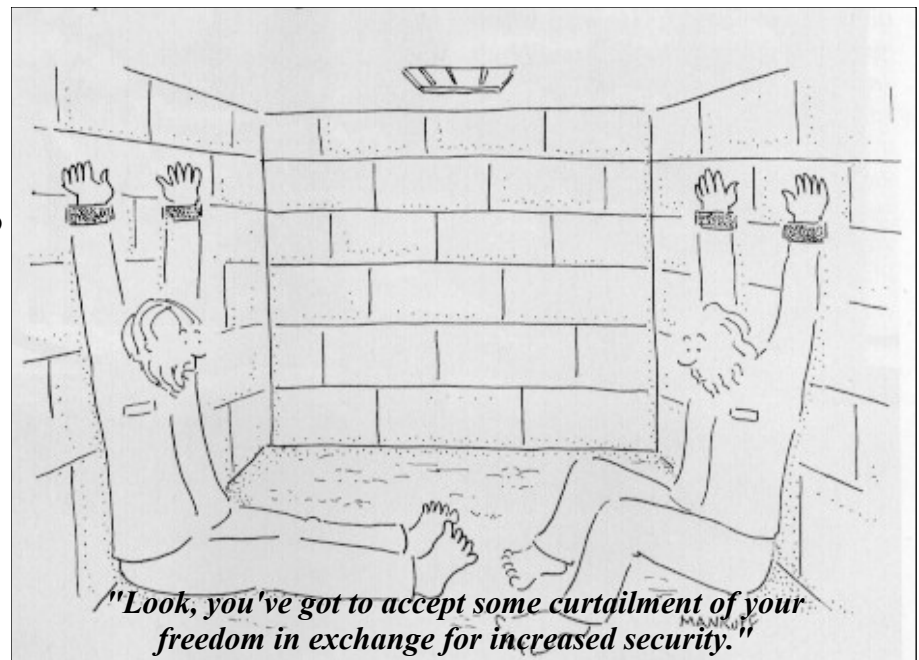
I have received and reviewed your correspondence requesting two changes to Travel Benefits policy from the ALPA MEC.

The first proposal is that the Company change Travel Benefits policy for retirees who have fewer than 25 years of service to allow boarding by date of hire versus by years and months of active service. We disagree with ALPA's proposal that all retirees regardless of length of company service should continue to accrue seniority beyond retirement. Such a change would disadvantage active employees who board by their years and months of service and who would be bypassed by retirees with fewer years of active service. Employees, especially those who have 25 or more years of service, reluctantly accept the current policy that allows retirees with 25 or more years of active service to accrue service for the purpose of boarding. We believe overall that our policy with respect to retirees is very competitive. It is interesting to note that some airlines board retirees after active employees to protect the active employee benefit. We recognize the efforts of retirees in building United Airlines and believe that the current policy is fair to retirees and to employees. The second proposal from ALPA is that the Company extend Travel Benefits for furloughed employees

beyond 90 days following the furlough date. Employees who have left the Company for any reason are no longer eligible for tax free travel. As you can understand, United must comply with the tax laws. Because employees who are furloughed from United receive certain benefits, including travel for a 90 day period, we believe there is a compelling argument for providing tax-free benefits for that 90 day period but not beyond. We disagree with this proposal and do not support extending the employee travel benefit beyond the allowable 90 day period.

I am hopeful that you and your leadership will understand the rationale behind these decisions. Your input is always important and is appreciated as together we review Travel Benefit policy and the impact of any changes upon all employees and retirees. Please let me know if you would like to discuss further. I am available at (847) 700-5811.

Sincerely,
Linda Lister, Staff Specialist, Travel Benefits



BRUCE ALEXANDER

Dear Jock and all the members:
Still upright and taking nourishment, as my friend Jim Hyde used to say. We are enjoying our smaller place with little to do maintenance wise. Due to my IPF (idiopathic pulmonary fibrosis) have to spend most of my time in bed as I run out of air as soon as I get up and walk around. Also the oxygen 24/7 requirement limits my mobility. Still taking three shots a week of interferon plus some other unspeakable drugs which keep me half loopy most of the time. The good things are that I have no pain and I sleep well in two or three hour spurts. Enough bitching.. Feel very lucky to have another Christmas with Wanda and my dog and possibly a few others. Wish the best to all of you and happy holidays to all of you. Except bin Laden... the pox on you.

Bruce

PS: Check is in the mail to Cleve.
Best 25 dollars I've spent.

Bruce: About all one can do is take things as they come. You know that you have the members' best wishes in your endeavors. Ed.

WILLIAM T. ANDREWS—1187 Merrill Rd, San Juan Bautista, CA 95045

Dear Cleve, Another good year of retirement for Bill and Penny Andrews. Enjoying reading of my fellow retirees in the RUPANEWS, please keep it coming. Enclosed find my \$25 postage check. Glad all the crazies weren't flying when I was! Keep up the good work. Sincerely, *Bill* Retired 1991

VERN BALDESHWILER—6603 Foxglove Dr, Cheyenne, WY 82009

Enclosed find a postage check and a bit more for the cause. Been extremely wrapped up in my latest project. Built a new home on a bluff overlooking Cheyenne, and the Wyoming and Colorado mountains. Spent four months drawing up the plans, and thirteen months getting it built. 6,600 square feet should be enough for my wife and I to ramble around in, but we are now settled in and wondering where all that stuff came from that we had to move. Sure glad I installed an intercom! Wish I were still young enough to be in the military again to help rip up those terrorist types, but looks like we trained this new generation well enough to

do the job—I wish them well.

Thanks to all the workers on the newsletter, and hope and pray United weathers this economic disaster. *Vern* Vpfoxglove@aol.com

R.A. (DICK) BARROS—5016 San Massimo Dr, Punta Gorda, FL 33950

Dear Cleve: The Ft. Myers' RUPA luncheon yesterday (January 14) had an excellent presentation on R & I. All retirees should try to see this one if they get the chance. We had a record turnout. Thanks to all the workaholics out there in California. Sincerely, *Dick*

DELMAR BASTIAN—583 Avenue Del Oro, Sonoma, CA 95476

Dear Jock, Cleve, fellow friends and Retirees, Merry Christmas and a happy New Year to all authorized personnel.

Enclosed is my annual postage fee. I really look forward to this stellar publication each month. Next August I'm going to send my gelt in on time. Wanda's health and mine is excellent and retirement is very enjoyable. To all my fellow retired aviators, I salute you. *Delmar*

MARV BECKER

We sold our house in Pebble Beach! Moving to Nevada City CA Dec 18th! AOL does not have a telephone presence at our new area code so meantime it will be forwarded to me if you use this temporary email address until I find another server. Send to: mdbecker@usa.com. Our new phone will be 530 272 5774.....snail mail to 11935 Tree Top Circle Nevada City CA 95959.....this is a rental while we build our "dream" house nearby.....expect about a year of elapsed time.

Marv and Jean Becker

JIM BERQUIST

Dear Jock,

I hope that this finds you fully recovered from your recent surgery [*Looks like I'll have it in February. Ed*]. None of that stuff is fun. This summer, I went your route, and had complete, knee replacement surgery. Rather than get into the pain and agony of it all, I am willing to talk to any of our members out there who are facing this ordeal, or are just recovering from knee replacement surgery.

You can contact me at bmc.cDmc.net
Besides pain and agony, we have had a very busy summer. The business seems to be taking more and more of my time and energy. Don't fly airplanes any more, so what else do I have to do?

Well, the other thing is the Bong Heritage Center. Many of you have given contributions to this project, and through me, the Bong family sends their, thank you. I have been very busy with this project, raising money, and addressing the history of Richard Bong, to the people who have never heard of him. I have on display, a model of the exact aircraft that he flew in combat - Marge's picture, included on the nose.

Last Oct. I was invited by the Bong family to the ground breaking to the start of construction of the Heritage Center. It was there, that I got to meet Marge for the first time. Very charming lady! Digging is complete, the footings are poured, and the steel is about to go up. Construction on the Bong Heritage Center should be completed by the fall of next year. Moving the P38 up to it's new site, may be a problem. The Bong family is now worried about security. The restoration of this aircraft cost 1.5 million. For those of you, that have not sent a small pittance to this great WW2 project, here is the mailing address. Richard Bong P38 fund
Joyce Bong Erickson Poplar, Wisconsin
Please tell her that you are a retired United Pilot. They love us!

Now, for you pilots with home computers, here is the new web site, done by Christabel Grant.
(Another charming lady)

<http://www.bonghedtagecenter.org>

Jock, coming by U.S. Mule is my annual dues. Please direct the surplus to a needy widow of one of our pilots who have flown west.

Best wishes, on this Christmas day, to all my fellow pilots; Many of you who did so much for me, and you did not even know it.

Sincerely, *Jim Berquist*

LELAND H. BIERMANN— 44-81, DEN, PDX, SEA, LAX, SEA

I'm a month late getting my renewal sent but I can be excused since I hit the big 80 last month. We do enjoy the RUPANEWS and thank all of you who are responsible for its publication.

I have put Medicare to the test this year. I spent three weeks in a hospital in Missouri last summer

with an infection in my left arm. Had surgery with good doctors and good nursing care and have completely recovered from that.

In October I entered the hospital here with double pneumonia. Spent a week in ICU, two weeks in the hospital and a week in rehab. Again God gave me good doctors and heading. I'm now home and gradually getting my strength back. I thank God for my great wife who is taking good care of me. By the time this is punished we pray that all of you will have had a blessed holiday season.

Lee

CLIFF BLOOM

Thanks for all your efforts in bringing us news from across the system. Hello to all those who might still remember me. Still playing golf with special friends, ret UALers.

Cliff

ART & LORRAINE BOEHMER— 7810
Swarthmore Rd, Woodstock, IL 60098
ualart@aol.com

Both of us are in good health, so we keep on traveling. Been going to college three days a week. Keeps me out trouble. Still spending the winters in Florida. *Art*

TED BOERSTLER—15 Lynn Rd, Cherry Hills Village, CO 80110

Hello Cleve – “No. 86” and one more chance to say Merry Xmas – and best of all – one more chance to wish all of you the best of everything. As for what is left of that “Ole gang of mine” have a fun filled ‘02 and may the wind be always at your back! Ol

Ted

WALT BOHL, 18887 Persimmon, Fountain Valley, CA 92708 714-968-6359 EWR LAX ORD LAX SFO LAX 55-94

Dear Cleve, Seven years of retirement has really gone by fast. It has been a very busy year for us. Wife, Marnie, is still an active UAL flight attendant. She is planning on retiring at the end of August 2002. I am still writing for the American Aviation Historical Society. The year 2000 saw articles published on both Eastern and Capital Airline's aircraft history. I am working on articles on the Boeing 40 mailplane, the Douglas DC-5 and

the Douglas DC-4 "Carvair" (ATL-98).
One of my best friends, Ray Schlage, passed away on October 19th. Services were held in St Petersburg, FL on the 26th.

Thanks to all who put out the RUPA Newsletter. Enclosed is a check for \$25.00 postage. Two months late this year, and I was doing so well.

Walt

JERRY BRADLEY

Hello Jock,

Another great year closing. We sold our boat a year ago so that eliminated our annual Bahamas trip in '01, or we thought it would. Then we rented a house in Hope town, with a small runabout, and had a ball. When we got home I didn't have to wax the house, or change it's oil, or pay its insurance. I think that will become the way to go. This is the first time in 30 years that we haven't had a large boat and I don't miss it. It became too much work and it has been fun doing some new things. In August we rented a houseboat on the Trent Severn Waterway in Ontario, just north of Toronto. The waterway was built over 150 years ago for commercial traffic between Lake Ontario and Lake Huron but by the time it was finished it was too small for the newer ships, so it became a recreational area instead. It is nothing less then fabulous and some of you may be interested. Parks Canada has a website that describes the waterway. It is http://parkscanada.pch.gc.ca/trent/trent-sev-waterway_e.htm There is an underline between the waterway and the e. There are about 40 locks in the canals and many are hand operated. The people are very friendly and with the Canadian dollar at about 63 cents, you won't find a cheaper vacation

Absolutely beautiful country.

I hope your health is doing well Jock and that you have a wonderful new year. Check to Cleve, and talk to you next year.

Regards *Jerry Bradley*

BILL BRASHEAR

Hi Jock,

The check is in the mail. I can't believe I am coming up on two years out in the pasture, thought I would have accomplished more in that amount of time. My handicap hasn't moved but the to do list is a bit shorter. We haven't traveled much but hope to

in the future. I have started flying gliders to keep my interest up and it is almost like starting over. Everyone involved in RUPA does an outstanding job, course I know the pay and benefits are grand. I look forward to the RUPANEWS as that is about the only way I can keep up with what's happening, one of the benefits of being a commuter and being out of the loop. Since there is no local RUPA group holding meetings here in the boonies I hope to be able to drop in a meeting when I am traveling sometime or make one of the national outings. Again thanks for a job well done!

Having done a bit of the ALPA work and now being able to enjoy the retirement benefits, it goes without saying but I am going to anyway. We all owe a lot to the people who dedicated their time and efforts to the retirement program, especially those who started us down the right track. Ray Fink, Freddy Edwards, Doug Wilsman, Al Santmyer, Harlow Osteboe and many others who had the foresight to protect the future.

We are still in the same area of North Georgia that we moved to in 1970. If anyone is in the area please stop by or call. We are always up for a round of golf or just plain socializing. *Bill & Betty Brashear* (don't know how she has put up with me all these years) P O Box 1747 Dawsonville GA 30534, wcbjr@syclone.net 706 265 4129

DICK BROMWICH

Hi Fellows,

Being eligible for Medicare!!!! Somehow that that makes me feel a little older but not any wiser. I sometimes think one trip a month might not be too bad, and that is bad. No complaints health wise. I went to London in June, first class 777, tried business class on the return and liked the seats better. Lets all hope United still exists 30 years from now.

Thanks to all those who work putting out the news..

Dick

JOHN BROWN

Just trying this address for you in the blind, Jock. I am assuming that AT&T probably switched you over from @Home using the same method they dumped on me. (It took 6 phone calls and 2 "upstairs" technicians to get me back on line after I downloaded the "simple" program correction from AT&T. Almost 2 hours of crunching a telephone to

my ear while I was led through the hoops.) [*You're right, more in Editor's Notes. Ed*]

Only one trip by air this year, and that in April to attend my brother-in-law's funeral. My brother came along on a buddy-pass. We both landed in coach in middle seats SJC-ORD, and I commandeered the one FC seat available coming back. (Hey, he is my brother, and I love him, but he never worked for the Company!) Damn! Seniority date is 8/12/57....well, now that I think of it, that is not a heck of a bunch compared to some of you guys.

I don't think I will ever be able to purge the videos of 9/11 from my mind. I'm actually very, very sorry I saw them. It hurt, really physically whacked, to watch that. My admiration for not only the NYPD and FDNY, but all others involved in the whole tableau is unbounded, and my prayers for their welfare and well-being will stop the day I, also, stop. It is truly amazing how Rudy (Giuliani) went from idiot to icon in a few short months.

What an enigmatic man!

Big retirement thing happening early next month...a lot of Dispatchers are gonna hang it up. I'm told by some of the guys back in WHQ that this is sort of a win-win situation. The Company gives them a bonus (no, I don't know the particulars) to retire, and they don't have to lay off the junior, lower-paid guys. Wish someone had thought of that when I left in December, 1994! And, wow!...am I happy I decided to keep my stock in the ESOP instead of cashing in when I left! SIGH! Well, it is as we used to say...the Dispatcher's code of Wall Street...."Buy High, Sell Low!"

Understand the IAM will probably decide to hit the bricks come the end of Dubya's injunction.

Wonderful...just what we need...sorry, guess I am very confused at the moment, and getting quite conflicting information on what has been happening at the Company I knew and loved for many, many years. Wish a young "Pat" could be found somewhere in the industry to lead us. (I started at MDW on 08/12/57...on 09/01/57, Mr. Patterson came in to the office, walked up to the weather desk, and called me BY NAME! Wanna talk about making my day?)

Well, enough, I guess. My wish is that all of you in RUPA have an excellent Christmas and most enjoyable 2002.

(Hey! Uncle Miltie! Ever think of starting an

online "Bitch Book"....*ggg*

John

Don't believe half of what you read in the business press, John. The fact that their pundits know less than nothing doesn't stop them from pontificating on everything – after all they've got to say something – they have advertising to sell. Ed

WALTER M. BULLARD, JR. 211 Orange St.
Wilmington, NC 28401-4422 5

Enclosed is my \$25 check for '02 postage. Thanks to everybody who works so hard to get "RUPANEWS" out.

It's been one full year since I retired. Time flies when you're havin' fun! While I realize that all is not well with the country and UAL, particularly since September 11, I am still confident that we'll all pull through ultimately, if we just hang together and do what has to be done as a nation and as a company.

I'm finding I'm well suited to this retirement stuff: staying busy with historical interests, travel, a couple of "old aviators' clubs", and boating in the local waters. Life has been really good to me personally this year and promises to be so in 2002. Best wishes to all....

Sincerely,

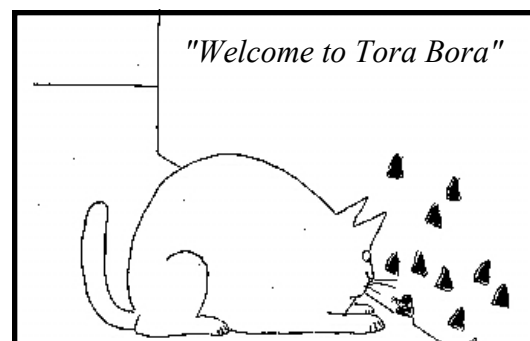
Walt Bullard

CHESTER M. CASSEL—3615 Glenbrook Rd,
Fairfax, VA 22031

Hi Cleve, Sorry I'm late with this check! Time goes flying by, and I have been busy updating the old homestead. Also had a tooth problems as well as a hernia repaired. Am otherwise in great shape. Did get down to Florida for a month's vacation, but remained around Virginia the rest of the time.

Enjoy the RUPANEWS very much. Wish to thank you all for getting it out each month.

Sincerely yours, *Chet*



CATERPILLAR CLUB RUPA MEMBERS

The following are the replies received (thus far, he said hopefully) to my request from members who had joined the caterpillar club by taking to the silk to save their lives.

Perhaps I made my request too late, for there are no accounts of leaving a biplane, and the only piston plane departed from was a trainer. I thank those who replied for giving us their interesting stories and leave the request open for those who may not yet have replied. Ed

BOB JONES - CATERPILLAR

Jock,

Happy New Year to you.

On page 25 of RUPA NEWS, December, 2001 issue, you asked members who are members of the Caterpillar Club to 'drop a note' about the experience, so here is mine:

In the fall of 1957, shortly after my 22nd birthday, I was checking out in a North American Aviation FJ4B Fighter which had just been delivered to our USN Squadron from the Columbus, Ohio factory. We were operating in the vicinity of Palm Springs, CA at 41,000' when the engine malfunctioned/overtemped and would not thereafter operate above idle without overtemping again. I set up a glide to NAS Miramar, our base NE of San Diego, CA. A strong headwind made it impossible to reach Miramar. Just prior to the tops of the overcast at about 12,000' over mountainous terrain, I was forced to eject.

The chute opened in the clouds and the descent was surprisingly quiet while in the overcast. Dropping out of the cloud bases I noted I was rapidly drifting over the rocky terrain with my back to the direction of travel. I did not seem to have the strength to turn my body 180 degrees to face the direction of travel, which probably was fortunate.

The chute hung-up in a large dead tree, momentum then swung me under the tree into a large bush, which absorbed most of the landing shock. The airplane impacted into the mountain in an isolated, un-populated area and caused no damage.

As the seat fired, time seemed to slow down, as I could feel the blast of air, as my body rose over the windscreen, to 'slowly' work down my body. Impossible, of course, but the sensation of 'time expansion' or 'time slowing down' lasted until my body left the seat. I have discussed this sensation

with a researcher into ejections, and he states that sensation is common in many of his cases. Have any other Caterpillar Club members in RUPA experienced that?

I went on to accumulate 950 hours in the FJ4B and suffered only one other engine failure. The second one occurred in 1960 at NAS Miramar during a fuel control check just prior to takeoff. The engine exploded and threw the entire collection of compressor blades forward! After shutting down and looking into the intake, a large percentage of the compressor blades were on the bottom surface of the intake.

OK Jock, that is what qualified me for the Caterpillar Club. I hope you get a good response to your request. [*Not bad, as you can see. Ed*] Thanks for all the work you do as Editor for RUPANEWS. Sincerely,

Bob

Robert F Jones

UAL 1964-1995, SEA ORD HNL SFO

CHUCK WAGNER

I was a navigator aboard a B-29 for air weather service in DEC 1955 flying out of Yokota, AB, Japan. The gear failed to retract and recycling the right main stayed in a mid position so the decision to return to Yokota was made. We dumped fuel and the decision was made to foam the runway and land with what gear we had. I was a 20-year-old 2nd Lt. and when given the option of jumping I said yes rather than crash land.

The bailout from 6500 was rather fun and I was supposed to land on the field but when I slipped the chute it was not comfortable with the air spilling out the side so I landed in a freshly-fertilized rice paddy; soft but very aromatic. The base commander came out in his jeep to pick me up and gave me a ride to the base hospital. The Doc administered a shot of lousy whiskey and suggested I go to my quarters and shower before he examined me. I did, but after my shower I went to the airfield to watch the landing on the foam-covered runway. The Capt. did a magnificent job with a nice touchdown and as the plane settled on the stuck main gear it was almost stopped. It slid just off the runway on the grass. At that time every possible exit opened and someone was coming out every one. One funny story came out as a young airman popped his blister and hit the ground running was

stopped by an air policeman and questioned about being their without a crash pass. As he pushed away the air police he said I'm just trying to get the hell out of here and took off running again.

The squadron put me in for the caterpillar pin and I got a certificate from the parachute manufacturer (Switlick). Maybe not the correct spelling.

Jock, I still remember our DC-10 transition in Denver.

Those were the good old days. REGARDS TO ALL,

Chuck Wagner

CATERPILLAR SCHRANDT

Dear Jock, (Retransmitting to new e-mail address) Merry Christmas to you and Sheila.

Just read your article on the Caterpillar Club, and since you asked... I was a Capt. in the Air Force, stationed at Dover AFB, Del. flying F-106's, and on Dec. 17, 1965, I was taking a cross-country hop in a T-33 from Dover to Madison, Wisc. with a maintenance officer in the back seat. Somewhere NW of Toledo, the turbine wheel threw three blades and the engine seized. As we glided down, a small fire started in the accessory drive section just aft of the fuselage tank.

Accordingly, we ejected at about 14,000 ft; I landed in a small pond in the middle of Brooklyn, Mich. and the other guy landed in a field outside of town. The a/c landed about 5 miles outside of town in a field.

This was about 2230, and when I stopped a young girl in a car and asked her to take me to the police station, she must have thought this guy in an orange suit and helmet, dripping wet, in December was from Mars. Anyway, we both survived, and I still have my Caterpillar Pin and card signed by Mrs. Leslie Irvin of the Irvin Parachute Co.

I did some skydiving later, but this was without a doubt the most memorable jump.

Best wishes.

Jack Schrandt

RALPH DILULLO 3131 Wood Fork Rd.,
Charlotte Ct. Ho. VA 23923

Jock: Pioneer Parachute Co. of China Lake sent me a caterpillar pin and plaque shortly after this mishap. RAPAC, (a subsidiary of Douglas) sent me an engraved ejection seat tie tack.

On 1 March, 1975, I volunteered to fly a post-

maintenance test flight on an A4C at NAS Willow Grove. Our Sqn. Maintenance officer was to fly my wing. I was told that my aircraft had not flown for seven months, so maintenance wanted a "Full Card" flown on the plane. My wingman, Maj. Marty Plummer, the Maintenance Officer, had to accomplish one test; however his plane had experienced radio failure on its last four hops. Both of us were qualified post maintenance test pilots, each with over 1000 hours on type.

We briefed in strict accordance with NATOPS and agreed that if he had a radio problem that I would lead him back to base, get him on the deck, then proceed with my own flight test.

Pre-flight, start-up, taxi, etc., were normal as was the take-off except that my nose gear indicated unsafe. I kept the a/c at 220kts, made contact with center and asked my number two to take a look. He joined under my starboard wing and signaled that he had no transmitter, but could receive, and that my gear door was open about 2 inches. I switched us over to and advised him that I, too, would land at base because of the door problem, and also the fact that my fuel transfer light had just come on (assume 1500Lb of fuel or indicated, whichever was less – the indicated internal was 4200lb, so I assumed 1500lb remaining, and switched back to Center, advising them that we were returning to NAS Willow Grove and cancelled.

Now on tower frequency and about 10 miles out, without so much as a "by your leave" the engine quit! We were 220kts, 3500msl (3000agl), with approx. 8,000lb fuel on board.

As Sqn. Safety officer I had spent years preaching safety, and practicing what I preached. When that engine quit, I didn't even have enough time to say the traditional "Oh shit!"

As soon as I felt the power loss I lowered the nose to keep approx. 200kts, this gave me a 3000 fpm descent. I automatically hit the Man. Fuel, air start and RAT (ram air turbine). As soon as it was on line, I told number 2 that I'd had a flameout and was attempting a relight.

I was over a large housing development, with a small town coming up as I broadcast my "Mayday". I rechecked the relight and jockeyed the throttle with no response. I turned to the right and saw three beautiful open fields just about where I figured the plane would hit. I gave a last "Mayday", saw 1,500agl. go by, and reached for the face

curtain.

The ejection went just as advertised – the shot was exactly the same as the trainer, with the exception of the windblast. Opening shock was very light, and within seconds I had gone from cockpit to parachute.

I had a nomex flight suit and g-suit on, a standard torso harness, gloves, O2 mask and helmet, which was on tight, with visor down. I was also equipped with a survival vest and regulation boots. I was wearing issue thermal underwear.

Even with the mask on tight and the helmet chinstrap tight, the helmet came down over my eyes. I quickly raised the helmet so I could see, and saw the a/c had hit exactly where I had aimed it, in an open field, just at the tree line,

I then looked to see where I was going, and saw that I was headed toward a wooded area – I crossed my legs, undid one side of my mask and put both hands over my mask and face and retightened my helmet with my visor still down and landed in the top of an approximately 100 feet high Oak Tree without a scratch.

Remember now, my wingman saw me punch out, but he had no transmitter. Her began to circle my position, and a H-53 from our sister squadron made it over to the crash site. He sees no pilot, no 'chute, and his assumption is obvious; however number 2 gets his attention, and he follows warily where no.2 leads. He then spots my 'chute, lands in a cornfield about 200 yards away, and makes his way to "my tree".

In the meantime, yours' truly has almost ruined a perfect ejection. I had penetrated the top branches, and the 'chute snagged on the uppermost tree limbs. My feet were on a sturdy branch and I could feel that it supported my weight. The shroud lines were not taught, so I was ready.

I had already undone my left seat Koch fitting, so I now undid the right one and the seat pack fell to the ground. I think that this was mistake number one. I then made mistake number two, which could have been critical; I undid my left Koch fitting, that shifted my weight off the secure branch onto some lighter branches, and as I undid the right fitting, I lost my balance and started to fall. I managed to catch the next lower branch and hold on tight.

I would like to now say that with all the equipment on – especially heavy flight bots – it is extremely difficult to climb trees. Anyway, there I was, in a

wood, during daylight, with a chopper nearby, and perfectly secure – and what am I doing risking my life playing Tarzan.

After a frightening descent of about 40 feet, I reached the end of the line. A large diameter forked limb below which there were no more branches, limited any further attempts to descend..

I saw the chopper land, and with the aid of three tie-down ropes tied together, I successfully disembarked from "my tree".

I'd just like to say that I used all the equipment I had – whistle, mirror, flares and radio.

I estimate that I had 20 seconds from flameout to ejection.

If I'm ever unfortunate enough to get stuck in a tree again, you can bet that I'm going to think a long time before I take any action or release any equipment.

Respectfully, *Ralph*

CATERPILLAR MOOREHEAD

The article on p.24 of the December RUPANEWS forces me to contribute details of my late husband's membership. Everybody on the airline called him Moose, but UAL listed him as B.X.Morehead, as he had no middle name.

People called him Bill, Bruce, etc., his real name was Barker. In this particular incident you must be informed that his mother's first name was Katy, and rumor had it that when he bailed out of an AT6 on a solo flight from Kelly Field in Texas, he landed in his mother's back yard. Not true.

He jumped on June 11, 1942, near the town of Katy, northwest of Houston, landed in a haystack, lost a shoe, and was reported missing in a telegram to his mother (who lived about 50 miles southwest of Houston). He found a phone and called his C.O. who then sent another telegram to his mother, with better news. He told one of our kids he thought the Army Air Corps would throw him out after he literally lost an airplane; instead they gave him his wings July 3, 1942.

In six months he was on his way to the Pacific in a brand -new C-47. The end of the story is that years later, our younger son, Glen, lived in Houston after graduating from Rice University, near Katy, and southeast of it is an area known as "Barker's Landing" We never found out why it a acquired that name. Our daughter, Joanne, is now the caretaker of the Caterpillar Pin which Moose

frequently wore on his lapel. At a reunion of the Army Air Corps Enlisted Pilots in San Antonio some 40 years later, Moose took me to Kelly Field, and looked for a plaque which listed the members of the Caterpillar Club. Lindbergh was #1 and Morehead was #200. My best to y'all.

Marty Morehead

MELVIN L. CHARLIER—5001 Willow Springs Rd, La Grange, IL 60525

Dear Cleve, Mel just recovered from a broken hip. Otherwise all his large family is doing well. After a month-long stay in the hospital, he was blessed in getting to know his adult nine children and to find he is number one after all. Thanks to all you volunteers. *Joyce Charlier*

JAN B. CONOVER—219 S Shore Dr, Toms River, NJ 08753 ORD, EWR, CLE, DCA, JFK
Dear Cleve & Crew: Enclosed is my annual postage fee plus extra. I sure enjoy your more than excellent publication. My thanks to everyone who make it possible.

One small correction on my email address, it is captjan@litenet.net

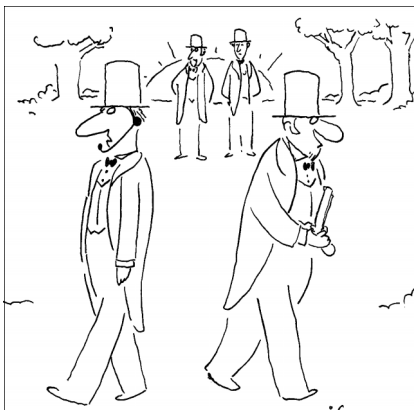
Thanks, and best to all. *Jan*

JIM COOK— P.O. Box 14, McHenry, IL 60051
Email: Jcook29989@aol.com

All is well. Four out of five airline pilot family members have survived the cutbacks, with only one on furlough. Somebody said “you ain’t an airline pilot until you have been furloughed”.

Still spend winters in Tucson. Still able to fly the Cessna whenever I want to.

Check to Cleve and note to Jock, right? Thanks to you all. *Jim*



"Coordinates 135 and 350."

HERB CREES—PO Box 202, Grants Pass, OR 97528

Sorry I am slightly late with my annual postage dues. It's hard to believe it's been 20 years since my retirement from UAL, and 55 years since my hire date of 22 April, 1946. My family and friends gave me a beautiful dinner party on my 80th and helped me celebrate. Mary and I have not traveled as much as usual this year, however no problems with pass privileges so far.

The RUPANEWS is our favorite magazine and the last issue was especially informative. Thanks for all the hard work of getting it out.

Keep it coming. *Herb & Mary*

F.V. CORT DE PEYSTER—PO Box 21131, Reno, NV 89515

Cleve, Enclosed are the 2001 dues. 34 years down, 5 to go till I can be a “Real” RUPA member. I really enjoy all the letters and commentary from former colleagues and old friends.

I got married last summer, after six years of bachelorhood, to my girl friend, Nancy. We live in Reno and spend some time in Sausalito, CA. My son, Brooks 14, is playing freshman football at St. Margaret's Episcopal school in San Juan Capistrano, CA, and my daughter, Alexandra 12, is in sixth grade playing soccer.

I'm still on the 400, slowly moving up the ladder, about number 55 out of 140 on the list in SFO.

With Jim Highba retired Sept. 1, I guess I'm the last of class of 12/4/67. *Cort*

RICH & EVELYN DEVRIES 10606 N Hollywood Rd, Forreston IL. 61030
815-938-3393

Dear Jock

We spent 6 months last winter in our motor home near St Cloud FL. Doing volunteer work for Wycliffe Bible Translators. I invested more than a thousand hours operating heavy construction equipment helping build their new international headquarters near Orlando. We got back to Illinois in May to prepare for a very special family reunion. Both of our kids and their families came home from Thailand at the same time, so we had 8 grandchildren at our place for the month of June. We had 5 boys in 3 different baseball leagues, and at one point had 8 ball games in one week.

To add to the memories of that month our youngest

grandchild broke her arm on our playground equipment. We were back on the construction site in Florida for part of July, then on to Virginia in August as our daughter and family returned to Thailand from Dulles. This winter of volunteering started in Dallas Texas with a Gideon Bible distribution early in November
We'll be here in Orlando until early December when we plan to move to New Tribes Mission in Sanford FL and be there until April. We communicate by cell phone 815-238-4494 or RichDeVries@compuserve.com
The check is in the mail.

Rich

BARRY DIXON

Dear Jock/Cleve/Bill/Rich et al:
Via snail mail a cheque to Cleve. Via e-mail greetings to all.
2001 has been rather a shocker in more ways than one. Good ol' UAL seems to have stepped in a cow pie again. 9/11 added the crowning touch. I hope things get squared away soon.
Our 2001 convention in LAS shrank to about 1/2 the previous LAS convention. 9/11 seemed to affect only a few attending. Must have been the weak economy that made everyone else hang back. Any way, those who attended seemed to enjoy themselves, even with the lack of activities partly due to Nellis being off limits at that time.
Those who wanted to attend shows were able to have their pick, as regular LAS attendance was down. There were even some cheap tickets for some shows.
Ruth and I managed 2 1/2 months on the road with our motor home this summer. We saw a bit of the USA and quite a bit of Canada. We managed an RCAF All Weather Fighter reunion in Ottawa before heading back to Denver for the christening of our latest grandchild. Unfortunately, LAS was still hot when we returned in mid August.
For those of you who have asked me about Meniere's [disease] and its possibilities, I have had recurring attacks this past year. Apparently the shunt installed in my right ear 17 years ago has either failed or worn out. There is apparently no one who re-does the surgery. If attacks get bad enough, I may have to have a nerve cut or similar surgery. As an aside, I know of some who had similar shunts installed, and are free of problems for a much longer time.
I managed to get this out on time for the first time in 6 years.

Maybe things are looking up!!
Thanks to all the SFO folk who do all the yeoman's work for RUPA.

Ruth & Barry

JAMES J. DONLAN—N6120 Beatons Lake Rd, Watersmeet, MI 49969 jdonlan@portup.com
Sorry this is so late, but believe it or not, time passes a lot quicker here in the north woods. We've had a long Fall, and with Christmas only a couple of weeks away, the temps are in the 50o-. Kinda like going to Florida without the hassle. Haven't left the UP of Michigan since retirement and like that just fine. My wife said I have to get this note written before I can go out and play in the workshop...so here it is. She'll be happy for a while anyway! *Judy & Jim*

JERALD R. DROMMERHAUSEN—43W349 Steeple Cir, Elgin, CA 60123
Well another year has passed us by, they sure move faster as we get older. This year we took a week train trip on Rocky Mountaineer, a luxury ride in a dome car. Left from Vancouver to Banff, up to Jasper, then back to Vancouver, its like a cruise on rails; Very spectacular scenery. This year we will do a 2- week Alaska trip on Cruise West, which is Cruise line with boats that hold 114 guests, so should be the way to see the inside passage. Happy New Year to all.

ROBERT G. DUCKWORTH—48 Crooked Trail, Rowayton, CT 06853
Dear Cleve, I'm now into my third year of retirement and I'm enjoying it. My wife, Jean, just sold her consignment shop business and retired also. Now I have to get used to her being home and under foot all of the time.
I'm still active in glider flying and towing with Nutmeg Soaring Associations. I obtained the Soaring Society of America "Bronze Badge" this summer. The new owner of Candlelight Farms Airport, New Milford, CT, is not going to renew our lease for next season, so our club is looking for a new home. Does anybody out there have any suggestions? If so, please give, me a call at 203-838-8564. We would prefer someplace in Western CT or Eastern New York State; would consider Western MA or Southern VT.
Thanks to all the officers and volunteers for all your efforts, and thanks to Jock for his excellent job on the RUPANEWS; the articles on our pension are

especially appreciated. Regards, *Bob*

PETER DULKEN, Evergreen, Co. 2001
What a year! Too many funerals, including my dear Joanne. Too many times I heard myself say "that's life". Hopefully 2002 will be better. Thanks to all for putting together the informative RUPANEWS. Check to Cleve. Best wishes to all.

Peter

BRUCE DUNKLE—3495 One Nation Ave, Las Vegas, NV 89121

Dear Cleve, Enclosed is my postage check. Peggy and I want to thank all responsible for publishing RUPANEWS as what we think is an excellent magazine.

We enjoyed the convention in Las Vegas. Seeing old friends is certainly comforting, especially when the world is in such turmoil, and our airline is in trouble.

At this time next year, I hope to be able to express my amazement at the remarkable turnaround the airline made in 2002.

Sincerely, *Bruce*

ROBERT K. EARLY - 612 Brabant Lane - Pella, IA 50219

robertky@iowatelecom.net.

Dear Jock, For the first time I am early with my check and note. Moved to Pella, IA in August 2000. Why Pella? My son - A320 Captain Robert S. Early - ORDFO, moved here with my two grandsons. He built a house and I have a condo at Bos Landen Golf Resort. Bos Landen is a very beautiful, tough golf course. Didn't shoot my age last year. This coming year all I have to do to shoot my age is break 80. February 2002 will be my 19th year since retirement. Getting the hang of retirement.

Still publish THE CAPTAIN'S ATLAS. Visit my website www.capatls.com

Ginny and I fly good ole UAL out of Des Moines - 40 miles NW of Pella. Pella is famous for Pella windows and its Spring Tulip Festival. Was surprised that UAL pulled out of Norfolk, Va. and left that market to Delta, Continental and U.S.

Airways. Now I have to ride United Express to visit my hometown. A big "Hello" to all. Fore!

Bob Early

CLEM ELLINGTON— 2620 Riviera Cir, Fort Smith, AR 72903 clemellington@webtv.net

This is my birthday, again. Have been searching for the fountain of youth. Am still in view of an airport, a group of fighter pilots train here. Can't believe all the things that have happened to UAL this year.

Sure enjoy the RUPANEWS. Thank you. *Clem*

DALE M. ELLIOTT—12424 Whispering Tree Ln, Poway, CA 92064 JFK, LAX, ORD, LAX
Cleve, Here's my renewal dues plus a little for the pot. One year into retirement and liking it more each day. Hope UAL stays in business, as I like this lifestyle. I enjoy reading about everyone so thanks for your hard work. *Dale*
retired@nethere.net

TROY K. EPTING—8150 NE Hidden Cove Rd, Bainbridge Is, WA 98110

He Cleve! Sorry to be a tad late, but Stuff happens. Thank all you guys who keep us old farts up to speed. Most of the Guys in my vintage opted for the 105% and our wives really are interested in our longevity. Millie and I are coming up on 53 years this April. The info on the pension plan was certainly a welcome description of the situation. People of my group didn't qualify for the two-check non-protected cash drawer problem, so it was good to get that part straight. Thanks to all, especially the Rick Debensky group, who fought so hard for our benefits.

I think it would behoove all the members who did not support our cause to donate the funds that they shared from our endeavors, to help UAL out of their present dilemma. The outrageous golden parachute that Goodwin received should be published in our next bulletin. If we had the funds for Ferris, Wolf, Goodwin, etal. we could almost keep solvent.

Well enough this catharsis. *Troy*

KENNETH A. ERNST

ernst-kennancyernst@compuserve"

EWR, JFK, EWR, CLE, JFK, LAX 65-97

Enjoy reading about some good olde boys in this outstanding publication. Two that immediately come to mind: Bob Odgers re. history on the CVL, and Bill Dunkle, my favorite Sr, VP Flt. Had the pleasure of working for him in a remote capacity as TSAS in 1969. A terrific guy and boss. Also, I must remind him that Clayton Stiles #1, DC-8 Captain JFK, and USAFR Major General, called everyone young man, including Gus Ashby and Ed Carroll. Fraternally, *Ken*

UNITED ESOP NOT FLYING HIGH '94 DEAL FAILS TO BRING WEALTH, LABOR PEACE

By James P. Miller
Tribune staff reporter

A few years ago, United Airlines ramp worker Wally Blankenship was figuring on a comfortable retirement after more than three decades of loading luggage and freight into the metal bellies of United airplanes.

After all, in addition to the company pension he would receive, he owned, 500 shares of stock in United parent UAL Corp.--shares he'd paid for with painful wage givebacks in the mid-1990s as part of a partial employee buyout of the Chicago carrier. When the shares briefly touched a high of \$100 at the close of 1997, Blankenship was thrilled to see that his investment had become worth about \$150,000.

"If I could've got them out then, I would have," says the West Virginia native. "I'd rather be safe." But under the federal laws that govern employee stock ownership plans like the one UAL workers joined, employees can't claim their shares until they leave the company or retire.

Blankenship volunteered five weeks ago to end his 32-year United career a little earlier than he'd expected, in hopes that doing so would prevent a younger worker from getting one of the 20,000 pink slips United is handing out.

But his retirement won't be as prosperous as he'd once hoped. Over the past several months, United and the airline industry have hit some of the worst conditions in industry history, and Blankenship's UAL shares are now worth just \$25,000, less than one-fifth their value when the stock was at its high-water mark.

"It's just been a free fall," laments the former machinists union member.

Along with workers at trouble-blasted companies such as Enron Corp., Lucent Technologies Inc. and Comdisco Inc., United workers are discovering an unwelcome downside to the trend in which U.S. companies are making their rank-and-file workers shareholders. Falling company stock prices can devastate workers' nest eggs, compounding the pain of layoffs, pay freezes and other corporate belt-tightening moves.

While Wall Street's smart money has rushed out of airline stocks since Sept. 11, the more than 50,000

United employees who participated in the ESOP have been stuck on the sidelines, watching helplessly as fellow UAL owners with more flexibility dump their shares and move into safer investments.

The ramp crew Blankenship oversaw talked every day about the plunging value of their UAL holdings. But, sighs the resident of rural Kingston, "there was nothing we could do about it, just sit there and cry over our spilt milk."

To a workforce already mad at management and worried about job cuts, the nose dive in UAL's stock has made the ESOP a double whammy: Early on, the ESOP failed to provide the hoped-for worker-management harmony--but workers now are calling the buy-in a disastrous financial investment as well.

"Fifteen months ago my ESOP retirement account was worth over \$350,000, and two weeks ago it was a little less than \$50,000" says Herb Hunter, the 23-year veteran United pilot who serves as spokesman for the carrier's pilots' union.

The ESOP "was a bet we made," Hunter says, "and it didn't work."

This is not the way the historic buyout of UAL was supposed to work. In 1994, when UAL's employees granted an estimated \$4.9 billion in pay and work-rule concessions in exchange for a 55 percent stake in the airline [*pilots gave back 23.7%, mechanics 9.7% Ed.*] holding company, backers predicted employee ownership would yield productivity gains and sweetened relations between labor and management.

Provisions included in the agreement spurred the machinists union to proclaim that the plan would "demonstrate to the business community that job security and corporate profits are not mutually exclusive."

But the new era of harmony flickered only briefly before old tensions returned at what is by far the biggest U.S. company that's majority-owned by its workers.

"In the beginning, we had expectations that things would get better," Blankenship says, "and for a time they did." Some O'Hare ramp workers came up with cost-cutting ideas to streamline baggage handling. When managers eased workplace restrictions, he recalls, employees "felt they were doing things to make us part of the process." And of course, he adds, "when your stock's going up,

you're happy."

But the enthusiasm burned out in a year or two, and after the widely liked Chief Executive Gerald Greenwald retired in 1998 to be succeeded by [union-backed. Ed] James Goodwin, workers and management split once again into a hostile us-versus-them format.

Seeds of failure

What was wrong with United's employee buyout? Lots of things, some experts say. The constituencies that put UAL's ESOP together "did nearly everything you can think of that you shouldn't do," says Corey Rosen, head of the pro-ESOP National Center for Employee Ownership. Although most successful ESOPs convey ownership to workers as a benefit, said Rosen, UAL's was unusual in that the workers paid for their shares. That undercut the plan right from the start.

And although most plans run indefinitely, UAL's plan simply disbursed the shares the workers were buying over a nearly six-year period that expired in mid-2000.

Because "neither side thought this was permanent," says Rosen, neither made "the changes they needed to make it work."

The underlying problem, according to Rosen and United employees, was a lack of commitment on both sides. Just as stock options can be an incentive for corporate executives, productivity improvements naturally follow when workers are given a stake in the enterprise, ESOP proponents contend.

But the 1994 United buy-in was a marriage of convenience for management and workers. The workers wanted to preserve their jobs, while management was desperate to reduce costs. Spurred by public hints from then-CEO Steve Wolf that the cash-strapped company might fare better if it were broken up and sold off in pieces, United's unions launched a couple of unsuccessful bids for a controlling UAL stake, but their efforts fell short until UAL's board finally decided to back the 1994 version.

United sold the 62 million shares to its workers for concessions that cut costs and boosted its balance sheet for several years.

Workers say they felt obliged to take control of UAL because Wolf's proposals could have cost thousands of jobs. "I was against it," said

Blankenship. "But we were told in no uncertain terms that ... Wolf was going to break up the company" if the workers didn't buy control. "I'm a by-force investor," says United airplane mechanic Chuck Brinkman who, in his role as secretary-treasurer of the machinists local in Indianapolis, says he's heard plenty of worker beefs about the ESOP in recent months.

Greenwald, the auto industry executive who led the company following Wolf's 1994 departure, earned praise from UAL's employee-owners early on when he killed a purchase of US Airways because of opposition from the pilots. Last year, in contrast, Goodwin ignored the pilots' disapproval and again moved to acquire US Airways. Federal regulators eventually spiked the proposed deal, but the resulting enmity of United workers helped bring about his resignation one month ago.

Refusal to change Issues of ownership and autonomy aside, at bottom "the whole purpose of the ESOP was to make UAL a more employee-friendly company," says Wright B. George, a United pilot.

UAL officials say the deal accomplished what it needed to. The lower cost structure it provided "sharpened our competitiveness," says spokesman Joe Hopkins, in part by clearing the way for United to launch a low-cost shuttle operation to compete with rival Southwest Air.

UAL's stock "is subject to external factors," he said, adding that the ESOP was structured as a supplement to the workers' standard retirement package.

The ESOP's performance as an investment will improve when UAL's fortunes rebound, Hopkins said, and--assuming workers can hold off on selling the shares--the value of those holdings will one day increase.

"All I know is I'm making the same pay I was making in 1994," says one machinists union member employed at O'Hare who didn't want his name used.

With the plunge in the ESOP shares, "Some of us have lost sixty or seventy thousand dollars. ... People could have had a house, a better life."

While the ESOP was a necessity, he says, "it certainly hasn't worked out the way it could've."

Chicago Tribune December 2, 2001

JOSEPH V. FABBO—75423 14th Green Dr,
Indian Wells, CA 92210

Hi Cleve from the desert. December 7 1941, I was only 19, and I'll never forget what Japan did to us in Hawaii. Here it is December 7, 01 and another birthday, (# 79).

A great year for traveling, Europe in June, and Australia in August. Played with the World Airline Golf Association at the Gold Coast and then to Port St. Luci, FL for the ALPA golf. It's good to be back in the desert.

I have a question, why do the retired employees of American Air get 75% off of their mailings with Fed X? United employees get 75% off, but the retired employees get nothing. Do we put our pants on differently? *[I understand that this is being discussed. Ed]*

Wishing everyone a Happy Holiday Season, and a healthy New Year. Thanks Jock and your committee for a great RUPA magazine.

Best regards, *Joe*

JOSEPH F. FERRIE—188 Rochdale St, Auburn, MA 01501

Hi Cleve, Looking forward to future events - I'm guessing that the RUPA Board will be in favor of a cruise in the Fall of 2002. There should be notice in the February RUPANEWS concerning details. Also, the group should be apprised of the next convention, which has been set for Washington, D.C. for the Fall of 2003. My best to all for the holidays and may the next year bring us better experience than this one. Regards, *Joe*

BILL & MITZI FIFE— 5081 W. Rowland Ave
Littleton, CO 80128

9/11 altered and shocked our thoughts and brought sadness of 12/7 sixty years ago. Because of this, Bill has become quite a school speaker on his experiences in combat and the years since. Our sympathy to the families of the 9/11 flight crews. United has had other tough times and come back. We will again.

Glad to have companion passes...have helped the family to go to a couple of terrific weddings and more good times at the Mana Kai Maui. We've enjoyed Arizona and other places in the motor home.

Lots of ribbons and fun watching our daughter's miniature horses being shown at the Estes Park

show etc.

We both enjoy reading the RUPANEWS whether we know all of you or not. *Bill & Mitzi*

CHUCK FITCH-- 1001 Calle De Las Casitas,
Green Valley AZ 85614

Dear Cleve: Enclosed is my postage check. Sorry if it's late but at 86 time has a habit of slipping by far too fast! And while I have your attention, please change my RUPANEWS address, effective with the January issue, to above.

I thoroughly enjoyed your article on the "Puffer Boats." My two favorite other countries in the world are Scotland and New Zealand. Both for their scenery and charming hospitalities.

Best personal regards, *Chuck*

GEORGE FURCH 61 Sunrise Mesa Dr. Canon
City CO 81212

Dear Jock: We enjoy the RUPANEWS very much – thanks so very much for all the effort that goes into it.

No trips abroad this year – we are all in good health, next January I will be 87. Still riding my 18-speed Ross bike daily and taking a two-mile hike along the river. The WX here has been very dry, although this morning we had an inch of snow, with a deep low passing through.

Sincerely, *George Furch*

P.S. A happy new year to all.

CHARLES & ROSALIE GAASCH—10607 W.
Bellwood Pl, Littleton, CO 80127

Rose and I are doing fine, except Rose stumbled over our curb coming in from a walk and she broke a finger and banged up her right knee, but she is recuperating very well. *Chuck*

MARY GARLOW—6501 17th Ave. W. Apt J211,
Bradenton, FL 34209

Dear Cleve, As a widow I so enjoy the RUPANEWS. I'm sure Jackie Pancoast remembers me. Mel Garlow and I were married 40 years. I lost him in 1994. I moved here, ten miles away from my old address on Longboat Key. This is a retirement village for we elderly folks.

I started UAL, went to Capital, and as you know, ended with UAL. Mel and I were the first to attend the first RUPA meeting here in Florida in the early

seventies I believe. Mel retired 1965 with 35 years, and lived to be 89½. I buried him at Arlington Virginia. His grave site looks down on Pentagon and out to Washington, D.C.

Sincerely, *Mary*

JAMES C. GATES—123 S. Eagle Cir, Aurora, CO 80012 303-344-5761

Dear Cleve, I have sold my ranch and I have moved to the Big City, Denver, or more accurately Aurora, a suburb. So, because of this I have a new address, and telephone number listed above.

Aside from the upheaval and the move, after 22 years in one spot, it all ended up well. The next move will be when father-time terminates me. Hopefully, not soon.

My health is good, but don't jog anymore, just a good fast walk.

If I can get Jack Box to join up with me, I'll be going to the "Boy's Nite Out" in SFO. *Jim*

GEORGE GERTZ—3328 Lake Atbano Circle, San Jose, CA 95135

Cleve, Year 2001 was rather hectic; hope this one will be better. Can't complain much, however, still playing tennis competitively and enjoying the camaraderie at San Jose's Villages.

My compliments and thanks to the Journal crew. RUPANEWS is my sole link to the guys and gals of yesteryear and the jogging of many memories.

Stay healthy! Fraternally, *George*

BILL GREENE—3806 Clear Ridge, Santa Rosa, CA 95404 ORD-SFO-CLE-DEN-LAX-DEN-SFO :pilotgreene@cs.com"

Dear Cleve & RUPA members: Life has slowed down considerably in the last year due to health problems of my wife. We just canceled our reservations for a cruise from Valparaiso, Chile around Cape Horn to Rio.

I keep busy working at the Pacific Coast Air Museum where I help maintain the Grumman Albatross, work at the annual air show and all the other things that need to be done at any volunteer organization.

I've never been able to get rid of having been a teenager raised in Calif. during the hot-rod fifties love of cars, so I spend most summer week-ends showing my 1970 Chevelle SS454 muscle car at local shows. I spend a lot of time in the garage

working on the car and have been rewarded with many first place trophies.

Last year my brother asked me to navigate for him in several open road rally races in Nev. These are basically time/distance races on public highways, which are legally closed for the race. The first race, in his Porsche 996, we selected the 110 MPH class, then moved up to the 120 MPH class for the next 2 races, finishing fourth, second, and fifth in class.

We were off our perfect time by .228, .395 and .708 of a second. Not bad for an old guy using a hand-held GPS and a cheap stop watch trying to read inch high numbers on mile markers going by at 120 MPH. Great fun!

My brother and I also drive to Indianapolis each year for the Formula One race at Indy, and then a leisurely drive back, sightseeing along the way. Last year we even saw the only outhouse museum in S. Dakota

Don't know what this year will bring, but I am enjoying retirement. The check is coming via USPS, with a little extra for coffee and donuts. Sincerely, *Bill*

BARBARA HANSON

Dear Jock,

It's Court's birthday month so I'm sending dues to Cleve and a note to you: Hope that is correct. As with all of us, my prayers and thoughts are with the families of those who died in the 911 tragedy and with those young people fighting for our country.

It has been two years since Court crashed and I have just now completed the horrendous amount of estate and trust paper work even though we thought we had it all "in order". What a trip that has been!!! Speaking of trips, I did have a fun day last fall, flying my Christin Husky up to Bear Lake, ID to visit Jean and Russ Cottle. They both look great as ever! Thanks to Russ, standing on the beach, arm waving and directing me to land on the "safe" sand, I was able to put it down in one piece.

Did you know that there were four UAL captains from the very same block in little Logan, Utah"? Russ Cottle, Ken and Russ Lund and Court Hanson! I flew as a "stew" with all four of these fine gentlemen but I only had a schoolgirl crush on one of them! My thanks to you and the other volunteers, for giving us such a fine newsletter to enjoy.

Regards,
Barbara Hanson
P.S

I am selling Court's beautiful Cessna 185 after enjoying flying it for two years. I can still hear him telling me that a high performance aircraft such as ours, needs to be flown to the back country and on longer trips than I am now taking, so it probably needs a retired (wealthy) Captain to take over the left seat. Since I am short, it even has rudder extensions for his wife! If you know anyone fitting this description, please send them to UTAH. I'm in no hurry though!

Barbara Hanson

BILLIE HOWSON

Aloha Jock,
Would you please update your address for Billie Howson to P.O. Box 1493, Kihei, HI 96753. About six months ago, she decided she wanted to be closer to her family, so we moved her here to Maui. At 95 years old, she is still pretty spry. She often watches the sunsets at the beach, enjoys the fresh mangoes and papayas from her trees, and appreciates the activity of her family around her. We love having her here close to us.

Thank you for carrying on the tradition of RUPANEWS, which my father was so proud, of in such great style.

Mahalo, *Owen*

Glad to hear that Billie is doing so well in the bosom of her family. I'm sure that publication of her new address will elicit some cards from old friends. Ed.

SID & REVA HUFF—PO Box 281, Homewood, CA 96141

This past year was rather quiet. I finally told Reva to stop taking my uniform to the cleaners for UAL is not going to call me to work after 23 years of retirement.

I am still in excellent health, but Reva had rotator cuff operation then, six days later, had an operation on her foot that turned out to be ostiomyelitis. This isn't good, but she is being treated. Had a very busy summer in my carpenter work. Gotta retire some day and play more golf. January, February & March we spent in San Diego area, Chula Vista and Temecula in our motor home and played golf three times a week.

My daughter, Vicki, a SEA FA, took a 2-year furlough after 30 years seniority, thus getting medical benefits, passes and accruing seniority: she will then retire. She is a full-time nurse in a Tacoma hospital.

My son is a contractor in Santa Cruz nine months of the year, then comes to Lake Tahoe to pursue his winter job at Squaw Valley as a ski race coach where he has 9 coaches working for him.

Daughter Jamie lives close to us at Tahoe with her husband and 8-year-old daughter.

In August we celebrated our 50th wedding anniversary. The first 50 years are the hardest. I would do it again.

When reading the RUPANEWS every month I find fewer and fewer names that I recognize. Time marches on.

Thanks to all the workers in putting out the RUPANEWS, my favorite publication. Regards,

Sid

GEORGE F. HUNTER—7120 Tatler Rd, Carlsbad, CA 92009 ghu5605314@aol.com
Dear Cleve; Sorry to be late again. Have had a busy year; spent four months in Hawaii then traveled the country in our new motorhome. Enjoyed the RUPA event in Las Vegas and plan to participate in the cruise this year. Attended the funeral of Phillip Guerra, a friend and neighbor. Phil passed away on the 29th of November after a bout with cancer. He retired from United in 2000.

Fred

JESSE AND DOTTIE JERNIGAN—2021 King Air Ct, Daytona Beach, FL 32128

DTW-ORD 59-87 jesndottie@earthlink.net

Dear Cleve, Another year has just zipped by.

Dottie and I are still in Spruce Creek and enjoying every bit of it. I fly my Cherokee every Saturday with the gaggle group for breakfast and still get a thrill at take off.

Dottie stays busy playing tennis and riding her motorcycle. This is a great place to live, something going on all the time. Health is still reasonably good and I still enjoy some golf.

Happy Holidays to all. *Jesse & Dottie*

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

Dear Cleve, Just a short note with postage and a

wish for a better year (02) than (01). Louise and I are hunkered down for the winter here in Palm Springs, enjoying the quiet and the fine weather. I am still working on my vintage racecar (Peerless) and doing a few rallies and car shows in my Morgan autos.

Thanks for all the work and information. Regards,
Glenn

AL W. JOHNSTON—5 Yeoman Ln, Salem, SC 29676

Dear Jock: Thanksgiving, and another birthday yesterday, number 77 already.

All's been well at the Johnston's this last year. Soon as Christmas comes and goes, it's off for my annual three month wintering to my Makana, Hawaii retreat.

Enjoy the RUPANEWS very much, keep-em coming. *Al*

RICHARD M. JONES—PO Box 293, Surfside, CA 90743

Cleve: How time flies when your having fun. I have been flying for a 135 operator out of Long Beach, and doing flight simulator training for Boeing. Between the flying and travel, I've been a little out of touch. Hope to see some of you soon.

RMJ

JOE KENNEY—6980 E. Girard Ave. 408C, Denver, CO 80224 45/82 SFO, DEN, SFO, ORD Marcee and I have been celebrating since October 31st, Halloween and our 56th wedding anniversary plus our birthdays, my 80th, and Pearl Harbor!

I enlisted at Hickam Field, 8/01/42, and my overseas pay started as soon as I was sworn in.

In 1945 in Denver, I was hired by G.I. Myers and HERE it is 2002 and I'm still going!

Thanks for the memories! HELLO to all the good guys. *Marcee & Joe*

WM. R. KNIGHT, 7777 Beltane Dr. San Jose CA 95135

Hi, Jock. Take care of yourself!!

This is my letter that will come out in November that I should have written in September so that it would come out in October. But I really had nothing to say.

Now, I have.

I had my 84th birthday (Oct. 4th) in the Panama Canal. Lorene and I signed up on the *Sun Princess*

for a tour from Los Angeles to Cabo San Lucas, MX; Acapulco MX; Punta Arenas, Costa Rica; Panama Canal, Panama; Cartagena, Columbia; Aruba; Ocho Rios, Jamaica; and Ft Lauderdale, Sept. 25-Oct.10th. Only hitch was the hurricane we ran into abeam Cabo San Lucas on Sept. 27. So we missed Cabo San Lucas (which had some damage.) That was "a little rough". We were "evacuated" from our room on the 8th deck, with a nice big window leaned out over the water, where I thought I had a box seat, to an inside room on the 11th deck for overnight. A couple of others in rooms just toward the bow, had to move for the rest of the trip, because their windows gave way. We got big steel plates over the windows on that section of the bow for a day. Capt. said the hurricane was 200 miles wide. Waves came up past our window to 40 ft., and the water was smoothed and streaked like marble in the 100 -140 knot wind.

In Jamaica, we did a river raft trip rather than getting wet climbing a famous falls. No problem getting home from Ft Lauderdale through Chicago.

And guess who was also aboard: UAL Capt. Howard Reid and wife, Doris, moving around at 90 years of age like he did when we were MEC Chairman and co-chairman in about 1952-3. He still flies his twin turbo from his private, lighted field, at Roggen, CO.

Nothing exciting for the year, except that Lorene went to her sister's in Anchorage, and they got a courtesy trip to Prudhoe Bay, northernmost point in Alaska, much to my envy.

Nuf for now,

Bill Knight (Check to Cleve)

ROBERT A. KRAMER— 109 Tarpon Way, Beaufort, NC 28516 rkramer@coastalnet.com Hi Jock, Cleve & all UALers: The check is in the mail, as they say, but I thought I'd drop a few lines just to report in. My wife, Munde, and I are still in touch with some of our old friends from DCA. She was an Inflight Supervisor and we still hear from most of the folks that she worked with. But I don't hear much from the pilot group, living down here in Beaufort as we do, so I enjoy reading what the guys are doing.

We spent Christmas with Munde's family in Austria; she comes from a little village in the Austrian Alps, south of Salzburg. Christmas Eve was like a picture post card with an outdoor concert

by a brass quartet, Gluehwein (a hot spiced wine) and Schnapps for the older folks, hot cider for the kids and goodies for everyone. Of course, der Weihnachts Mann (Santa Claus) put in his appearance by horse drawn sleigh, laden with presents for the youngsters. Everyone should have the opportunity, at least once in their life to experience Christmas in a quiet little village, nestled in the Alps. After a little skiing, we traveled to Duesseldorf, Germany to spend the New Year celebration with my father's youngest and only surviving sister; she reached the age of 90 in February and I'm glad to say, is still going strong. The remainder of the 1st half of the year was spent trying to make some semblance of order out of the house. We had just moved down here from northern Va. in March of 2000 and still had (should say have) boxes stored in the basement; but we're making progress. We now have storage, a spare pantry, and walk-in closet, spare bedroom/sewing room and an entertainment/ sitting area for overflow guests. That work should be completed soon, I hope. I'm still attempting to get power run to our dock so that we can use the boatlift. Always something!

August found us winging our way to "Lost Wages" to attend a reunion with old buddies from the 34th Bomb Sqdn., a B-52 outfit, we were stationed at Wright-Patterson A.F.B.

In September we were back on our way to Europe again, this time to a little village in southern Germany, for a family reunion with my family. Several of my cousins and their families were there and Munde's son, who is working in the Czech Republic, drove down from Prague with his girlfriend. The weather was terrible- it rained every day- but that didn't put near as big a damper on things as the events of Sept. 11th; what a crushing blow that was! My relatives were as devastated as we were. One small glimmer of hope was something that we found at the post office. We had gone there to purchase a phone card so that we could call home. On the steps leading up to the front door someone had left a candle and a single red rose with a hand painted sign; the sign read, "Our deepest sympathy". Somehow, that brightened our day a little.

Other than that, we just put in our time down here on the river, putzing around the house and getting involved in the community. We absolutely love living here- yes, in spite of the hurricanes. I don't think I've ever experienced a warmer, more loving

community. I joined the local Rescue Squad and just recently completed my qualification to become a certified Emergency Medical Technician. If I had known up front how much work that was going to be, I'm not sure I'd have done it; but I'm glad now that I did. I really haven't done much flying since I retired. I'd love to fly some charter, but there's not much available, short of driving to Raleigh or Charlotte. They're trying to get an Aero Club started at Cherry Point M.C.A.S. and they might get a T-34, which would be kind of fun. I've looked at buying an airplane, but I think I'll wait and see how the Aero Club goes. A friend of mine has a 182 and figures it costs him about \$110/hr. to operate it, not counting the cost of the airplane. Does anyone out there have some cost comparisons that they would care to share with me? If so, please drop me an Email. It goes without saying that we'd love to here from any of our old colleagues and friends who care to make contact. Kindest regards, **Bob &**

Munde

DENNIS & DARLENE LEAHY—3989

Salt Spring Dr, Ferndale, WA 98248

Darlene.Leahy@gte.net

You do not need to count Birthdays, just count on them. It's Renewal time. Our winters are spent at Home at Red Mountain Ranch Country Club in Mesa, AZ, 6334 E Viewmont Dr #56, 85215. Wonderful weather, sometimes great golf In April our Safari Motorhome takes us to Sandy Point, WA, just north of Bellingham. Our home there is on the harbor and "Ocean Gambol" our Ocean Alexander is moored at our dock in the Backyard. Had a fine cruise last summer, six weeks in British Columbia on the Northern end of Vancouver Island. Fishing and crabbing were terrific. In October it rained for three days, signaling that it was time to head back to Arizona. Phone numbers are 360 319 6797 and 602 571 8032. Have a good one, *Dennis*

JOHN LOVETT—168 San Juan Dr, Sequim, WA 98382

Dear Cleve, Sorry to be so late. Just turned 83 and everything is O.K. with Gerry and me. Had a nice cruise and trip to Harrison Hot Springs, British Columbia -- a beautiful first class place for all those aches and pains we all seem to have.

Happy Holidays to all, and many thanks for all those putting the RUPANEWS together. Sincerely,

John & Gerry

ROBERT C. LUCEK—155 County Road 573,
Englewood, TN 37329

Dear Cleve, Once again that birthday date rolls around. Enclosed is my annual check for postage and some extra for the coffee fund.

Just finishing 3 good years of retirement; hoping for at least 30 more. Staying busy with my “toys”. Sometimes I think I need to go back to work for a rest but after talking to some active pilots, they say it’s not much fun out there any more. Last weekend, we decorated our boat and along with 20 other boats, paraded down the river at night all lit up. It was really beautiful! Going on a Southern Caribbean Cruise with all my family in April and then a cruise to Florida in our boat in May. Thanks for all your good work. It’s really appreciated. *Bob*

MARK LUND—490 Norfolk Dr, Carson City, NV
89703 polovette@juno.com

Dear Cleve, Find enclosed my check for another year of the RUPANEWS, I do enjoy it. Thanks! It has been one year now; I do enjoy retirement, especially the lack of schedules. My wife Joyce of 36 years flew west 12/24/2001, she was 58 years old, too young. She will be missed. I have enjoyed my music (Fiddle & Guitar) and puffing around the West in my old motor home. Life is good. Thanks. Sincerely, *Mark* ORDFO/
SFOFO retired

CLARK E. LUTHER—1498 SE Brewster Pl,
Stuart, FL 34997 clark747@gate.net

Dear Cleve: December is birth month for me and in just a few days I will reach 77, so I want to include a little money to help cover mailing costs and whatever else RUPA needs.

2001 has been a busy year but except for September 11, it has been a good year for the Luther family here in South Florida. We kept close to home most of the summer with only a few short trips to Daytona Beach to see my older brother and younger sister. Our weather was hotter and wetter than normal but we suffered no hurricanes this year.

The only unusual even took place in the early part of the year when I had an opportunity to go to work as a simulator instructor for Flight Safety at Vero Beach. The program was designed as a fast track for young men and women who had little flying experience but lots of desire to become airline pilots and for those who successfully completed the

program, a guaranteed job awaited them at Atlantic Southeast Airlines (Delta Express). It was a lot of fun and served to fill the gap for an old man whose golf game had gone south. I had a lot of technology to catch up on and, although the outward appearance of planes hadn’t changed since I retired, the cockpit was considerably different. The systems were more complex, and aging and learning don’t always get along, but I managed to cross the time barrier and was doing the job until September 11 when the bottom just dropped out of almost all airline hiring and with that enrollments in our programs evaporated. End result was that I am back frustrating myself on the golf course and hoping that things will loosen up and airlines will start hiring again. To put myself in a better bargaining position, I have taken a Second Class FAA physical. Whatever the case, we are just happy to be around and thankful that the deterioration of interest rates hasn’t yet forced us to compromise our life style. We consider our selves very fortunate.

For the Christmas season, Bobbie and I will be traveling to Chicago to visit our granddaughter and our two great granddaughters, on to Minneapolis to visit our daughter and two granddaughters, on to Phoenix to spend Xmas with our daughter, granddaughter and two grandsons, then on to Maui for about ten days to visit our son and family (wife and two granddaughters). For good or bad, it looks like the Luther name will be around for a few years. Thanks to all of you RUPA folders, staffers, and other workers for keeping us older folks all glued together. It is a great fraternity and I am proud to have been a member of such an elite group. Merry Xmas and a Happy New year to all. *Clark*

CAM McEACHERN

Dearest Jock and Fellow RUPArians:

Well, there goes number 68. It wouldn't be so bad but for reading Norm DeBack's letter - God, how I envy that man. - There he is scaling Everest and I'm on my knees painting my front porch. He's displaying his Nobel Prize, and I'm framing my Potty Trained Certificate from the 7th grade. He's wheeling around in his new Mercedes and I'm trying to jump start my '73 Travelall. He's up there handling his Lear while I'm down here leering at my handle. Another possibility is that on those long Maui layovers, Norm stocked up on much better smoking material than what I use. Where did I go wrong? Was it dropping out of school in the eighth grade? Was it passing up a

career as a sanitation engineer, or a friction fastener marketer? Who knows? Perhaps all this was preordained. Destined to be; notwithstanding all my hopes, desires and half-hearted efforts. If you suspect I'm writing this with the aid of V.O. and Ginger, you're right. A fella has to get up his nerve to go to confession, especially if he's a Protestant. In closing, some words of wisdom:

- Don't let the bastards wear you down.
- Don't take yourself too seriously, or anybody else either.
- If you don't make it here, there's always the next life. Maybe.

Fraternally, *Cam McEachern* cmceac1234@aol.com

CHUCK MELBOURN—16637 Hidden Cove, Jupiter, FL 33477 561-575-2889

Hi Guys, This has certainly a year of tragedy both for our country and United. The crash in Pennsylvania took the lives of two wonderful flight attendants that I had flown with on many trips. What a terrible loss.

Linda and I traveled quite a bit last year, Maui a couple times and a great golfing-Danube River trip. Started in Budapest and ended in Munich, played 7 courses along the way.

Our daughter, Kristina, was married in August and one of my "new hire" classmates, and his wife, Ed and Dawn Ahart, made it to the East coast. Lots of old war stories were recalled.

We are down in Florida for the winter enjoying the water and golf. *Chuck*

WILLIAM F. MITCHELL—PO Box 1330, Shady Cove, OR 97539

Sorry this check is a little late. As conservator for my dad, Bill Mitchell, I'm trying to catch up on his correspondence.

TO FILL IN: Dad had a mild stroke while riding his Harley in Eastern Oregon. In the resulting low speed crash, his helmet came off and he sustained a



"We've been thinking a lot about what we want to do with your life"

head injury. Unfortunately, while his body is healthy, his head trauma has not healed as quickly. He is currently in a facility in Medford, OR, slowly regaining his faculties. He is well cared for by the staff and his longtime companion, Norma. I'm hoping that renewing his membership in RUPA will bring good luck to his recovery.

If anyone would like to send a message to Dad, please use my email address:

Best regards, *Ginger Cutter*
Gmcutter@coastside.net

DICK MONROE

Well; Christmas is almost here! Maybe its' gone by now? Fact is; I am writing this really *late* and don't *have* a clue when I'll get this in the mail! Without a doubt; This has been the busiest year of my life, and without making excuses. Retirement means "busy"! I am frankly, very tired! I need a "job"! I think Toni has one for me! Read on .. Actually; I'd settle for just a few days off about now!

What's happened? Nothing much. (Ha!). Had a fantastic "Green Hornet" Reunion in Spokane in August! 24 turned out! US Air Force Guys I flew with in Vietnam (& Spouses). Some I hadn't seen since 1968! Wow! Fun! My middle daughter, Judy had her first baby (Daughter "Leanne") on 27 November! Hood smokes! 7 Grandchildren now; All in the Sacramento area! Lots of work on Real Estate and trying to keep Rental Properties filled and tons of maintenance out at our Duvall (Mountain Meadows) Campsite where we practically live during good weather! Several Great outings last Summer! It flooded last week, and I've been busy out there. Also; working hard cleaning up a rental house recently vacated. That is always "fun"!

Toni continues her work in Real Estate and fancies herself not only as a Realtor, but a gourmet cook, and Restaurateur! Earlier this year, Toni purchased a building in Everett, Wa. with a Mexican Restaurant already operating in it. Now; she is pushing hard to purchase "Mardini's" Restaurant, the nicest restaurant in Snohomish, Wa. to own and operate. Sounds like more work for me. Help! She needs a name! She wants to change the name before the deal closes on 25 Feb. 2002. Let her know if you can think of anything "Mediterranean! She is one busy lady!

I continue to work in Scouting and had the opportunity to go to the premier Scout Camp in America twice this Summer, at Philmont Scout Ranch @ Cimarron, NM! On the way saw all my

kids and grandkids + lots of friends! Once for a seminar (lots of fun) and once for way too much fun! ;=)) Read the back. I am currently an Assistant District Commissioner and the District PR Chairman + a few other duties. It really keeps one busy with all the activities. I also am on the reunion committee for the Cornell Class of 1962, and will be planning a long trip to Ithaca, NY for the entire month of June. I will be driving. Don't know yet if Toni will be able to go with me.

I have no comments on 9-11. I'm sure you feel as I do

We celebrate Christmas, and wish you Happy Holidays and a Happy New Year for 2002! If you are out our way; be sure to holler! We have e-mail, but don't always have time to answer promptly all the mail as it is. Give it a try anyway! ;=))

Dick A Tool Moaros Dick: roadkill@nwlink.com

Toni: tmonroe@nwlink.com

DAVE PARK

Dear Jock

I do hope your recovery is as according to flight plan and that you are about to POD in your recovery phase. And my best to all this Christmas Season.

Many thanks to Dean Cosgrove for breaching the timely subject "Should UAL file chapter 11". And many thanks to the many who responded in kind. This subject needs review in light of 9-11 and this weak economy. Be sure to save your pink pension review and have a close look at it (with a strong magnifying glass) the next time it arrives in the mail.

As for myself, travel?...yes...sometimes.

Check to Cleve and a little for the fund.

And to my fine friend and classmate Bert Jarrett (and a fine Canadian fellow he is) "We'd be late for work if we had jobs, eh Bert?"

Thanks to the folders and stuffers... *Dave*

Park. ..LAX,LHR

ROBERT D. PATRICK—PO Box 470, McCall, ID 83638 bobwaco@micron.net

Hi, Sending my dues for two years, since I have trouble remembering to mail it. Keeping busy with skiing in the wintertime, steelhead fishing, bird hunting etc. Summer time horseback riding, and flying the C-180. Still working on the Waco Taper Wing. I'm starting to see the faint vision of finishing in the next two years. Sincerely, *Bob*

TOM PURRINGTON

Holiday Letter of 2001

What a difference a year makes.

I was sitting on the back deck of my trawler, Morgan Le Fay, enjoying the clear warm skies of a beautiful morning with my old pilot training roommate, Laurie Driggs. I had walked up into the city from the 79th Street Boat Basin, where I keep the boat here in New York, to get some delicious "pain matin" from a local pastry shop for breakfast. The coffee was made and smelling properly of chocolate and I was reading the morning press. Friend Driggs was listening to a local radio station and said something about an airplane having hit the World Trade Center. Looking around us at the clear morning sky I said something to the effect, "how could anyone hit something that big on such a clear day". I grabbed a pair of binoculars and went to the far end of the dock from where I could see the towers. Several other friends had emerged from their boats and were looking south as well. We are about seven miles or so from the site but we could see well enough through the glasses. Still bewildered I noticed another airplane, large, obviously commercial, and I thought from his position that he must be inbound to LaGuardia, going to go up the East River. Then I noticed that his proximity to the towers seemed to be closing. What, I thought, is his problem? Why is Approach Control allowing him to sightsee like that? And then the picture didn't look right and I was dumbfounded as I watched him hit the other tower. There were ducks quacking at my feet, people strolling along the waterfront oblivious to what had just happened and shortly a replica of the Half Moon, Henry Hudson's boat came by, headed North.

That is how it began here in New York from a somewhat distant viewpoint. The smell of the fouled air did not come our way for several days as the winds stayed out of the North. That smell is one of those things that no one who has met it will ever forget. Several memorial services later I am in awe of the families of the victims. Now comes the difficult part. We must make sure that those who were lost are not forgotten too quickly. We live in a wondrous place, America. We have that great human capacity to move on after tragedy. The singing of the National Anthem has grown softer and less frequent, and the pictures and recitations of stories about those lost are coming to an end.

This should be a happy time of the year. The many empty beds and chairs at table will make gatherings

somber. I, for one, raise a toast to those who died and those who labor on after. Next year will be different.

The children and I are well. I have a good friend named Kate. See you next year!

I give greetings of the season to one and to all.

Tom

C. J. "CHUCK" RANEY—53 Valhalla Trail, Amissville, VA 20106

Dear Cleve, Here is my postage money, a tad late but not too bad really - in the same month anyway. No traveling this year, mostly spent building this house. Now the game is, find the stuff and where do we put all this other stuff? Downsizing is good but hard. Take care of yourself and have a Good Christmas. Regards, *Chuck*

WM. L. RUTHERFORD 5823 N. FOREST PARK DRIVE PEORIA, ILLINOIS 61614
TELEPHONE (309) 688-6631

December 21, 2001

Dear Jock:

Thanks to all the folks who do such a fine job in putting out the fine publication.

Our 30 years of constant attention, effort and expense have finally paid off with Governor Ryan accepting the deed to what is now Wildlife Prairie State Park described in the State publication, Outdoor Illinois, as the new "jewel" of the State Park System. Unfortunately, my wife did not live to see that event which took place at her memorial services when the Governor accepted the deed from our son, UAL Captain Bill Rutherford.

At the State's request, we still operate the Park, as it is the only one in Illinois involving animals like the pioneers found here, as well as the animals the pioneers brought with them, and their monthly checks in support of operations have been a wonderful improvement for us.

It will still be a great pleasure to welcome any of the readers and whomever else they care to bring to Wildlife Prairie State Park. At least, they can see what is possible to build after one reaches the age of 60, if anybody cares to!

Best wishes, *Bill Rutherford*

RANDY RYAN—2850 E. Calle Sin Pecado, Tucson, AZ 85718

Hi, Cleve! Thanks for all the hard work you and the rest of the hard working editors, folders, mailers perform in getting out the RUPANEWS. It is

usually read cover to cover upon arrival.

2001 was an interesting year. Not much travel except for a drive across the country from Tucson to Colonial Williamsburg, VA. starting on 9-11! (We were planning on flying on 9-12 but when tragedy struck we quickly decided that flying was out of the question and that the only way we would get there was to drive.)

Shortly after that our son Greg got married in Las Vegas and a good time was had by all.

Pam is still a docent at the Arizona Sonora Desert Museum and if there is any reader out there who is interested on coming to Tucson you should plan a visit there. She also is a volunteer at the Tucson Visitors Bureau so she stays pretty busy. I am playing a lot of tennis each week and, maybe, a few rounds of golf each month. I will have to live a long time to come close to shooting my age! This year is planned to have an 18 day Panama Canal cruise followed by a several month long motor home trip to Alaska, returning to Tucson via who knows where.

Pam and I are in good health and I can honestly say that I have not missed flying for one minute. The interactions with other hard working employees and crew members, yes, but not the flying. The annual check is in the snail mail. Thanks again for all your hard work. *Randy*

JACK B. SCHLEMER, LAX

Dear Jock, Tried several times to Email but it always comes back. Do you have a different address than the one in the newsletter.

Anyway here's my annual report which isn't much. Just getting older and sorer.

You might be interested in the enclosed photo. I volunteer at the Evergreen Museum once a week. If you don't know, it is the home of the Spruce Goose. They just received a DC-3 from complete restoration. The interesting part it is the first DO that United bought.

It is #1070 (The City of Reno). United took delivery in Feb. 1936. Have sent check to Cleve Spring.

Jack. bady@viglink.com

LOU SCHUELER (EWR, JFK, ORD, JFK) 153 Dudley Drive, Fairfield, CT 06430,
Lschueler@compuserve.com

Dear Cleve: It's that time of year again. Enclosed is my check for postage. Starting my sixth year of retirement, and what a year it has been. Quite

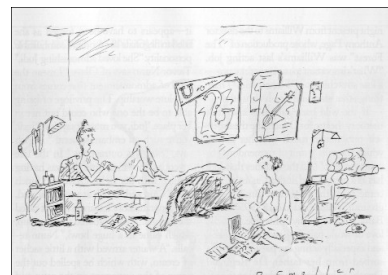
uneventful in the beginning compared to the way it ended. Everything that was significant in meaning, as related to ones life, pales in comparison when held up to the events of September 11". I had flown with a couple of the cabin crewmembers based in Newark. The pilots I had not flown with but our paths crossed in "operations" I am sure.

On the 11th my thoughts turned to the families and employees of our Company. I called JFK Ops on the Thursday after the event to see if there was anything that I could do to help out in the office. On Friday Mark Seal, our LEC Chairman, called to see if I would come down to Kennedy Operations and be of some assistance. They wanted to have pilots on hand to give moral support to those crews venturing forth into the unknown. (I have remained active doing volunteer work with the Employee Assistance Program for 12 years before retirement and the 5 years since). The first task I was asked to do was man Ops with volunteers from 7:00AM to 8:00PM. I recalled all that I had forgotten about volunteering and that I should have kept my mouth shut! Well, it was not such a daunting task. I chose to start with retirees, as they would probably have the time available. JFK crews, thought to be rude, obnoxious, pushy, aggressive, loud boisterous New Yorkers, are just that!! Until you truly know them. They are, in real life, caring, warm, soft, feeling, compassionate and concerned. Yes, even Mike Severson! He was an MEC ALPA Representative and active in ALPA for more years than can be imagined. He was the first person I called to help and the response was a resounding YES! EVERYONE I called had the same thoughts right after the 11th "what can I do to help?" Hank Lawinski, Bob Lawson, Dave Hoyt, Larry Gardiner, Jack Duda, and my 3 Caballeros from across the river in New Joisey, Al Venskus, "Big Al" Mitchell and The Right Reverend JJ Hill. A couple of fellows still flying the line came on too ...Marty Andrews, Barry Wilson and Rip "Will-he-ever-be-old-enough-to-retire" Munger. Council 52 acknowledged their efforts at a meeting the following month and I want to let the members of RUPA know the time and effort they contributed to help a wounded company that these men spent years working to build. What did they do? Well, they spent every day for a week listening, comforting and crying with Ramp Personnel, Passenger Agents, Mechanics, Flight Attendants, Pilots, Office Personnel, Flight Managers and

Clerks at LGA, JFK, and EWR...all who make up the backbone of a company. Who was conspicuously absent? EXO...the overwhelming thought from all that attended these small meetings and talk sessions was the feeling of being abandoned by the Company. They all wished that someone would come from World Headquarters and say.... "Thank you. You are all doing a good job. These are hard times but we will make it..." Not the local management or fellow employees, but EXO. Our leaders were busy circling the wagons. It was left to the local domiciles to fend for themselves. Our brave upper management team was under the mistaken impression that EXO was ground zero and not Washington and New York. The local employees did not need direction or help from our crack EXO personnel ... we did just fine, thank you. Judy Klein, the local EAP counselor, rounded up teams of Red Cross counselors on their days off from the WTC. Julie Talley, EAP counselor SFOMD worked her way east to help and had her brother, a psychiatrist living in Maryland drive to JFK to assist. Capt. Steve Pocock ALPA CIRP team member arrived also. Judy Klein started providing lunch for all the volunteers. I asked our Flight Office to see if we could get company funds to pay for it (about two dozen deli sandwiches, chips and soft drinks per day that she was paying for out of her pocket). Our office manager came back with the news that EXO said..... "No Company money would be spent on the volunteers ... let ALPA pay for it!" Mike Severson, in his quiet authoritative way, spoke to Marc Seal and had ALPA Council 52 do just that ... Thank you Mike and Mark!!

I have rambled on enough. I just want to thank and acknowledge the people that really cared and gave their time to help. Let us hope that the skies continue to be manned by the dedicated employees that we are fortunate to have at United.

May 2002 be a reflective year for all. Fraternally yours, *Lou*



"The way I see it, there will be plenty of time for abstinence after I'm married."

BERNARD SCHWARTZMAN—1105 Redbud Rd, Winchester, VA 22603

Cleve, The check is in the mail. Yes, it really is! I never thought that I would join the group of tardy dues payers, but here I am.

April saw us traveling to New England to do some genealogy for Bonnie and to renew my friendship with an old buddy from the Navy, Dick Vitale (not the sportscaster). Dick retired from Pan Am and was the training director for B747. Some of the Pan Am guys will remember 'Chuckles'.

December was a busy month. Bonnie and I finished our addition, adding 50% more living space, a master bedroom, bath and closet and a new living room and a mortgage. We started in July and the contractor said it would be done by the end of August. We wanted to have single level living. We have no plans to move from Winchester. Such is life!

The work kept us home a good part of the summer but we refused to lock ourselves in to house-sitting. Along with E.K. Williams, Frank McKenzie and another friend we made our usual pilgrimage to Yakutat for salmon fishing. The fishing was good even though spirits were dampened by the events of September 11th. Air service was suspended and it looked like we were going to be stranded in Alaska for a while. I did have some anxious moments in Yakutat until I found out that my son Andy was ok. He is flying F/O on B767 and B757s out of Washington. He was on a layover in Detroit at the time. Thank God! As it turned out, we spent one extra day in Yakutat and two days in Seattle before we were able to return home.

In October, Bonnie and I took a break from the rigors of construction and spent a week in Hilton Head. The weather was beautiful and we had a good time.

In December, we joined our neighbors (The Redbud Breakfast Club) on a trip to Nashville and the Grand Ole Opry. The group chartered a bus so we were able to cruise down the interstate with wine and beer, movies and cookies, sandwiches and music. The group likes to make one trip a year in search of the perfect breakfast and fun. We found the Pancake Pantry in Nashville the day we left. We recommend it highly. Last year we traveled to Mystic Harbor.

I'll leave our vacation in January 2002 to Hawaii for my timely dues payment in December.

Keep flying, *Bernie*

DAN SEIPLE—1933 Wynstone Cir NE, North Canton, OH 44720 danbev22@msn.com
Hooray for Norman DeBack's letter in the Dec. 2001 RUPANEWS! I have been considering writing a letter protesting the nauseating brag-fests that a few people send in. He did it in a classy manner, befitting a man about to be knighted by the Queen. Her Royal Highness asked me to break the news that he will be inducted into the Knights Of The Garter at the same ceremony as I, (but one number junior to me.) *Dan*

HENRY M. SHELDON—689 Duane St, Glen Ellyn, IL 60137

Dear Cleve, I'm late again with my check. I'll try not to make a habit of it, and I'm sending a little extra to take care of the late charge. Been retired for just over two years, and I'm not bored yet. Elise and I went to Williamsburg, VA in October for Earl Worley's funeral. Earl was a real gentleman and several of his friends from DCA were there to celebrate his life, It was a sad occasion, but it was great seeing several of the Captains who tutored me early in my United career.

We (Elise and I) were in Zurich on Sept. 11. I was able to get on a direct American flight to Chicago on Friday (14) as a standby passenger despite the fact that there were hundreds of stranded Americans in Zurich trying to find a way home. Can't beat luck and being in the right place at the right time. It was a real comfort to be back on American soil and to have a better picture of what had happened and what was being done about it. I promise to be on time next year unless I have another senior moment. *Hank*

BERNARD J. SHERIDAN—1718 rolling Hills Dr, Prescott, AZ 86303

Hello Jock, Thanks for the information on the A Fund, so I will just give a couple of comments on starting your PDAP withdrawals.

I believe the company sends out the information when you reach 70½. When it arrives, get going quickly because the paperwork takes time and pension has now lost three people due to the reductions. I started in September with the simplest option, MRD and a rollover into my IRA and still have not gotten things completed. There are several payout options and a person should take time to become informed as to which is best for

them.

Back in the April 2000 RUPANEWS someone mentioned a book, "IRA's, 401k's & Other Retirement Plans, Taking Your Money Out", by Twila Slesnick & John C. Suttle. I got it from our library and found it to be excellent.

Thanks for the great news. *Beano*

DONNA SISK 134141a, 1101 River Reach Dr
Apartment 51 S Ft. Lauderdale, Florida 33315
Phone 954 463-0763 siskdk@aol.com

January 5, 2002

Hello: I am sorry for the long delay in sending you guys money. I really enjoy getting the RUPA News each month and recognize names I have heard for 30 years.

I have one son flying for United and one son and daughter in law flying for Atlantic Coast Airlines. All are safe for which I am most thankful.

I am still puzzled by my lack of pass privileges. ie No companion passes and my seniority date changing daily. Vadie flew for 29 years and 6 months before he died and I am always BP8 and my seniority date is no longer 7/24/67, but instead, 29 years and 6 months. So everyone hired before 1972 goes ahead of me. Strange isn't it?

However, I do appreciate getting to travel.

Thanks for all of everyone's hard work. Since I am about 15 months late please find enclosed a check for \$100.00... This should pay me up until 10/04.

Vadie---ORD 1967-1997

GEORGE R. SORENSON—2841 100th Ave,
Kenosha, WI 53144 262 859-2508

Dear Cleve, Sign me up! The time has come! October 17th was the big 60 for me, flew my last flight on October 14th (B777 260-DEN/ORD), had a wonderful time of it too. Really enjoyed the 32+ years (less the furloughs). Think like most that I'll miss the great crewmembers the most, really been a privilege to work with so many wonderful and talented people.

Off to do train stuff as often as I can now, have a real caboose (S00 #28) behind the garage and next to the pond. Starting to restore it to original condition as one of the many projects around here. My Wife, Terry N. Sorenson, was UAL F/A based in CLE and ORD. Flew 19 years with United.

Cordially, *George* rrbuffgs@wi.rr.com or

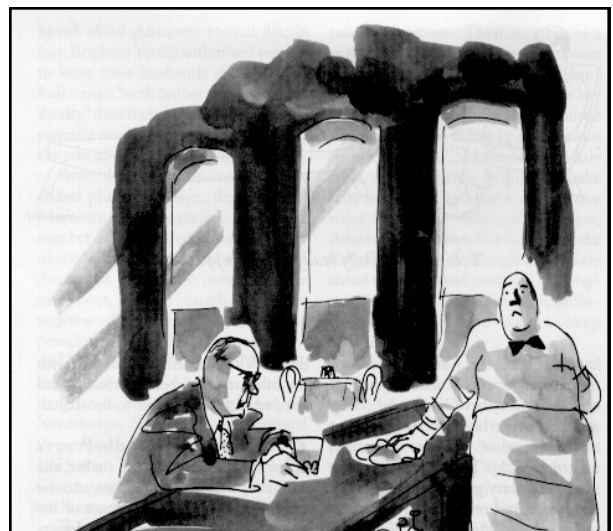
gsorenson@wi.rr.com

HAL SPROGIS 535 Knotty Pine Drive Incline
Village, NV 89451

Dear Jock,

Thanks for your comments, oversight and presentations as Editor of RUPA news! You, Cleve and your staff members do great work! And Jock, the best to you in your medical recovery!

Along with many of us who departed the "front seat" and chose to enjoy working with the cockpit team as a "plumber," it was certainly unexpected that our airline careers would be concluded so abruptly last October when the 727s were grounded. It seems that American and Northwest are still utilizing their B-727 fleets for at least a few more years. My 46 years with United went by fast! The January proclamations by Barrons' aviation analysts indicated that the three airlines they think will probably not recover and will disappear were America West, U.S. Air and United. These comments caused me to reflect about some issues over the past several decades at United. My personal belief is that a long-standing detrimental culture has been inherent within our leadership and their associates for decades. That philosophy seems to have filtered from one previous administration to the next. The culture was one that essentially implied, "we are top management, we know best, we will do it our way and employees' must stay out of the way, we don't need your help nor your suggestions." Such an insidious culture of indifference and unfriendliness can splinter a company's character. The corporation did not seem



*"Low man was bad enough.
Now they've taken down the totem pole"*

to have such a personality before the middle of the last century. It was certainly not evident during the time of Pat Patterson, our founding leader!

In the past few decades, "bottom line" became such a pervasive doctrine that top management refused to think outside of that box, probably more than at any other airline. For instance, we often advertised with a theme that seemed to indicate we were more desirable because we epitomized "ultra-conservative, traditional" values as an airline.

However, in doing so, we sometimes found we did not give credit to current changes and attitudes. We were almost always in "second place" as compared to ads by American, Southwest and others. Themes such as "Take me along" in the 1950s, "Rising" in the 1990s and others were simply dull, ineffective or did not reflect the conditions of the times. "Take me along" became a big joke and was pulled when United received many complaints by customers that were being sued for divorce when their spouses discovered credit card statements and billings for accommodations for two, which the spouse at home was never a part of!

United does not seem to have a coordinated general oversight plan, policy or individual in charge who is implementing effective in-house improvements which will cause a rise in company esprit de corps. The ad campaigns were but one of many faux pas' United seems to have the capacity to continually develop and which are evident in many other areas of the corporation as well. These tend to undermine employee and public confidence.

Another example occurred around the late 1960s. United had an incentive program that paid cash to employees who came up with good ideas. The employee would receive a percentage (I believe 10%) of the savings produced by the suggestion. Two mechanics at the turbine shop at the San Francisco Maintenance Base developed a method of handling the overhaul of turbine blades that projected huge savings into the millions of dollars for United. By far, more than any previous suggestion, the mechanics should have received checks from United for many, many thousands of dollars. Instead, United chose to break their own rules and only paid each of the mechanics a paltry sum. The mechanics had to sue United to win their rightful reward, which of course hit all the local papers making the company seem like a stingy and untruthful corporation that does not follow its own prescribed rules. Soon thereafter, the company

cancelled the suggestion program.

Today United is again hanging its' hat on leaving its principal business by venturing into corporate aviation. However, this time it is air transportation and not hotels or car rental business's that will be dividing managements' attention from its core airline activities. This is a big gamble. The billions already spent in ordering these aircraft has certainly had an effect on our exceptionally low stock price (around \$15) these days. This liquid cash if still in UAL's treasury today, would have helped make us at least as strong as our competitors for the near term. United seems to be betting the company on this one. We all hope management's crystal ball view will work out. What is not known is what will happen to the Mainline. Will it shrink into a smaller "specialty airline" different from all others? All we can hope for is a positive experience in this unusual venture.

The way I see it, United has no internal point-person who has the job and power to roam within all of the company's activities and report unfavorable situations and policies as well as act as a "booster" by passing on progressive ideas to the Board. Such a position, with a small staff, could improve the company's image for all employees. Patterson as a banker, knew the bottom line, but he also knew the importance of a happy management and workforce. United was a small company at that time, but it was said that he tried to meet almost everyone within the company and knew most by their first names. A man you would be willing to do a lot for, because he showed he cared for all employees as well as the company. Both C.R. Smith of American and Pat Patterson of United were trusted and even adored by the people of their respective airlines. This kind of respect fosters a great togetherness within a company.

On a lighter note, time is change and forces us as individuals to continually adapt. After 30 years, my aviation safety work was terminated as well as my company, Aviation Research Associates, Ltd. Now I am looking forward to doing more research writing and devoting time to my recreational land development project. As with most of us, this point in life causes us to look forward to much more in the way of fun, games and togetherness with family: also seeking activities to enjoy (in my case, travel and lots of social enjoyment, along with physical fitness, fun sports such as tennis, skiing and hiking with Larry Watkins', Tahoe Trampers

and others). My motto is to experience the activities of the times for as long as they are enjoyable, comfortable and feasible. Of course changes will continually be applied to the situations at hand. That's life I guess!

Also, since I am single now, dating is another change I am involved with. However, I must say it is a fun activity! Meeting several nice ladies through my membership with Great Expectations has been a delight. I would highly recommend this organization for any single person, of any age who enjoys keeping those "fires" burning.

My best, and good health to everyone. Sincerely,
Hal

RUTH & DAVE STEARNS—50 Corral Pl,
Greenwood Village, CO 80111
DStea494669@aol.com

Ruth and I are well. We have been busy with Grand Children who are close enough for us to stuff them with junk food and take them home. They are into their teens now and it is interesting to watch their interest in peers become more important. When our own children were the same age I called it insanity. When I was that age I called development. Strange. We did take our R/V and travel to Nova Scotia this fall. We also stopped to visit my sisters in Corning, nice trip but bad news 9-11.

My son, who has an inclination to cause trouble, came by on a new motorcycle. Well what happened was, I decided life would not be the same if I couldn't ride with him and those of you who have ridden in the mountains of CO know what sport that can be. The technology of small gas engines has come a long way since I had my Harley. The handling is much improved and, as I can't hear anything any way, the pipes sound pretty good. I am now the proud and cautious owner of a Bemmer. Probably the ugliest bike I have ever seen but I don't have to look at it when I'm riding and I look the other way when I go through the garage. Ruth has been busy with her CASA work and I suspect that several children are having better lives because of her. I can't understand our system that encourages disposable children. It is good that so many people give time to this program. Ruth has patience and stick-to-itiveness that has served her well in these cases. I can't figure that out: if I simply leave the stove on and set fire to the house she gets upset with me.

We were glad of the UAL board meeting and the

action that was taken. As horrible as 9-11 was we need to hear some one say "Let's get on with it." Thanks not only to you guys that fix this publication but also to all the guys that helped me and our profession. Our profession is not a series of generations but a flow of path makers. I hope we have improved the path and the pilots working now will cope well with their terrible problem. *Dave*

BILL & LOIS STOOKEY—11420 Avondale Loop Rd, Hayden Lake, ID 83835 7/48 - 5/85
Dear Cleve, Winter has finally arrived in North Idaho. We generally get snow here by Thanksgiving, but it is coming now in early December. In fact today the 5th I had to clear the driveway twice with the snowblower. We don't know what the weather will be in Indiana, but we will be visiting our daughter Karen Hansen and family for Christmas there.

We didn't take any major trips this year, but stayed in the good old USA and visited family and friends. Twin girls were born to our grandson Thad and his wife Jennifer in November. They already have a set of twin boys 2 years old. Their spare time is at a premium these days!

Our other major event was the donating of our Cessna T-50 (Bamboo Bomber) World War II trainer to the Collings Foundation. They are located in Stow, Mass just west of Boston. They are an aviation heritage society dedicated to showing to the public and educating them, at airshows and their museum, about the airplanes that helped win World War II. Some of their airplanes are the B-17, B-24, B-25, Corsair and AT-6. We attended one of their festivals held in Nashua, New Hampshire. One of the main speakers was Col Paul Tibbets



*"I would've told you all this yesterday,
but I just made it up today."*

who dropped the world's first atomic bomb on Hiroshima. We met him and bought an autographed copy of his book: "Return of the Enola Gay".

We are doing well as are our children, grandchildren and great grandchildren and have much for which to be thankful.

As we approach the end of this year 2001, we want to wish everyone a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR!!! *Bill*

HEDY SUTHERLAND—50 Mounds Rd. #204, San Mateo, CA 94402

Dear Cleve, Since Bill's passing in August. I've let some things slip by, so please excuse my tardiness on the fees. I enjoy reading the RUPANEWS very much.

Thanks so much to all Bill's friends for their heartwarming messages and calls—I appreciated everyone's thoughtfulness so much. *Hedy*

BILL TAYLOR— 100 Vinita Ln., Loudon, TN 37774

Dear Cleve, - 2002 has to be better year. Pat Palazzolo's interview with Holly Hegeman (Dec, 2001 RUPANEWS) was a refreshing, candid, and no-spin article. I have this dream (fantasy?) where Mr. Creighton will visit gate areas, quietly, and observe how our customers are treated, how well we deliver our 'product' to them, and their reactions. Do our employees actually know what Mr. Creighton looks like? Say what you will about Ferris or the Wolfman, everyone knew what they looked like; many of us had face to face contact with them during their eras.

Last August, Terry & I took a northbound Alaska cruise. The scenery on the Inland Passage never becomes stale. We also took a train ride from Skagway into the Yukon. Didn't see Sgt. Preston. Flights back from ANC and SEA all went well, including ORD connections. However, in October, UAL ceased its service into Knoxville. There is no longer any 'real' UAL presence in Tennessee. The TYS-ORD route has been taken over by UAX Atlantic Coast, resulting in over a 50% drop in available seats. In today's paper, American Eagle says it will soon begin TYS-ORD service. It didn't take very long for them to jump into the market. It seems as if UAL has essentially given away half its prior market share to the competition.

At the end of September, we took a train tour

through New Hampshire (it had been planned long before 9/11) to see the fall foliage. Beautiful scenery, mountains, et al. Took a cog railway ride to the top of Mt. Washington. Luckily, it was a mild day, 40 degrees, with clear skies. There is a moraine field of boulders on the upper third of the peak. Can you imagine the size of the glacier that once covered the land?

I have now adopted a 'no carry on' policy for air travel. Nothing in my pockets, no jewelry, only my watch that I can easily drop in the tray. It minimizes the security screening process. Haven't had to remove my shoes yet. Terry always has her purse searched, and frequently gets a pat-down. Hmmm.

Y'all be careful out there — and happy new year to all. *Bill*

JOHN W. THOMAS—2107 E. Fremont Ct, Arlington Hts, IL 60004

Dear Cleve, Made a trip to the Panama Canal on Princess Line this year. Very interesting after all the PBS program on its construction. Dee and I have good health with the usual deviations. Enjoy reading about everyone's fun and how to cope with the problems.

Thanks to all the workers who put out the magazine. *John*

BARRY D. THOMPSON—2178 Camino Brazos, Pleasanton, CA 94566

Dear Cleve & Jock; Four years have slipped by but this year was something else. This country will survive 9/11 and I am sure that UAL will also. I think the public will get fed up waiting 2-5 hours in line and that will hurt the travel industry. I enjoyed Norman Deback's letter last month [covers about everything we did]. I was saddened to hear about the passing of Ray French and Don King two ex-RCAF types this year. Enjoyed the RCAF AWF reunion in Ottawa in August, a great time was had by all.

I hope you are recovering well from your surgery Jock. Have a happy and healthy new year. *Barry*

WALT TYLER - 9801 Aura Ave. Northridge, Ca. 91324

A long time ago (42 years to be exact), a group stood in the cold morning air outside hangar 5, trying to convince someone inside that United had just hired a new group of pilots, and we were it. At

last, we were welcomed in and told that an instructor was on the way. In 2 months, Clancy taught us what we needed to know about the DC-6 & 7, and our duties as a Flight Engineer. At the end of training, Mr. Patterson pinned on our new United wings, and off we went to the line. Soon, along came jets, the Capital merger, bigger jets, women pilots, Pan Am routes, and suddenly it was over.

Of our class, all but one checked out in the left seat. No one ever bent any United metal. Yes, it was a great adventure. *Walt*

BOB VAN HOUSEN '54' to '88' MDW LGA EWR IDL DCA ORD

Dear Jock, I hope this finds you well and at full speed. I am sorry to say that a good friend of many and a classmate and good buddy of mine passed away 29 Oct 01.

Ray Schage was known by many coast to coast and a hard worker during the strike. Ray and I retired in Dec 88 and then both of us ended up in the Tampa Bay area. We became real good friends and our wives became good friends. Lam and I saw a lot of Ray and Rhodell his last few years. He will be missed.

This year has been a real nail biter health wise. Last Feb. Lam had a lumpectomy that was well taken care of.

Last Xmas my kids offered us several choices of trips for a family reunion. Lam and I picked steam trainin' in the Rockies (I want our grandkids to experience the joy of trains from yesteryear) so in July we all met in COS at daughter Karen's place. We brought along Lam's daughter Cheri and grandson Dalton for the fun. Can you imagine 9 adults and 7 grandkids in 2 vans and a pickup thru the Rockies for a week? We all had a ball.

Late Aug. Jerry and Maryann Goeble visited us and

we went on a five-day cruise out of Tampa. We got a really good deal thru UAL and it was worth the cheap price by a long shot. During the cruise Lam was having some trouble swallowing, so when we got home she saw our MD and he sent her for an Endoscopy, and sure enough, there was the big C. This meant chemo and more radiation so she decided she wanted to take care of it here at her home in Mobile where she has family and friends. Since we have a patio home here we moved in the end of Sept. and her son-in-law (OB-GYN) set her up with the best in Mobile. We are 5 mins. from the hospital. She has had 4 chemos and about 22 radiations so far. Now she is resting up so they can evaluate her the first of the month. They say she is on track so we hope the tests are good. She is really tired and sleeps a lot. We get out once in awhile. I am sure we will be here into the first of the year. So you can see our year has had weeks and weeks of health problems intermingled with some days of sheer fun. I am staying as healthy as possible but it has been stressful.

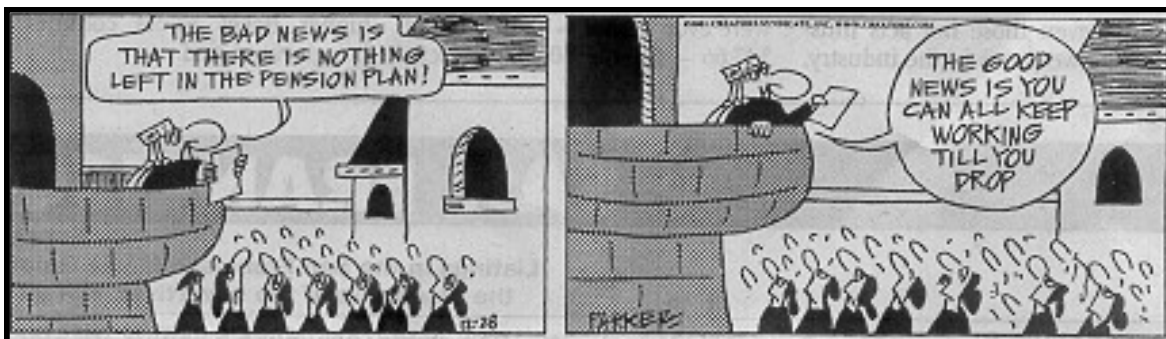
Faxed check to Cleve (again) and to one and all, have a great Holiday Season.

Regards -*Van*

Oncologists have really made many improvements in the Chemotherapy cocktails they give nowadays – more effective, with fewer side effects. I wish the most favorable outcome for your bride. Jock

RONALD L. WIDNER—716 Northstream Dr, toms River, NJ 08753 EWR-JFK

Dear Cleve, It's that time of year again, so here is my annual contribution to that fine and informative publication that you and a host of hardworking volunteers put together every month. I thank all of you for your hard work. The 30 years I spent with United Airlines were great years for my family and me. I can't imagine there are finer people anywhere



than those that I worked with all those years. It is of great interest to me to read all the articles in "RUPA," even from those crewmembers with whom I never had the pleasure of working or meeting. *Ron*

JAMES F. WILSON. 2712 Sedgefield Ct. E., Clearwater, Fl. 33761.

Hello Jock. I'm glad to see that you are on the mend. This will be snail mail because I can't seem to get through via e-mail.

I just cleared the 80 mark and wonder how I got here so fast, but I am grateful to be around to watch the passing parade.

We have had a good year. Our health remains good enough for us to travel to far places as well as to visit family. We welcomed a new granddaughter, Maria. She's cute. We were much relieved to get phone calls from a Son-in-law who was working at the Pentagon and a Daughter-in-law who was working in the Financial District in Manhattan on 9-11 saying they were OK.

I liked Wayne Hughes note about Sid Nelson. I never met the man, but I remember a morning when a lot of us were stacked up over ORD for an hour, waiting for weather improvement. When Approach suddenly said, "We have minimums. United X, you are cleared for approach", the UAL trip replied that he must decline because the Captain was on high minimums. The next voice said, " This is Sid Nelson, United flight manager from ?. The Captain is now on regular minimums". So the erstwhile high minimum Captain led the parade into ORD that morning.

Happy New Year to the RUPA Family. Thanks to all who make the newsletter possible. Check to Cleve. *Jim.*

JACK & JESSICA WINK

3600 Gait Ocean Dr. #5C Fort Lauderdale, FL 33308, Jj2Wink@aol.com

Dear Jock and Cieve, I'm starting the new year on time, hope I can keep it up! The past year was rather uneventful, until 9/11 of course, then things speeded up. In November we flew to Hongkong to board the Norwegian Wind for a cruise to Viet Nam and Thailand. We recommend the NCL line and also the idea of free style dining. It did seem strange though to leave Chicago and head almost due north on the fifteen hour flight to Hongkong, that is until we studied the globe. We were lucky to

go first class, those beds are fabulous. The trip was interesting but we feel so fortunate to live in America. Shortly after returning, we rushed to Connecticut where my daughter Karen underwent an emergency caesarean operation and delivered identical twin boys. They were eleven weeks early but fortunately all three are doing well. After this we spent a week in Jessica's home town, Atlanta. Thanks to all who do so much to make the monthly RUPA newsletter what it is. Regards, *Jack and Jessica.*

L. RAY WOOD— 29 Oyster Bay Pl, Hilton Head Island, SC 29926 ORD 1961-1997

Hi Cleve, Good thing my young bride reminded me that a check was due to be sent! We really enjoy reading the 'RUPANEWS', but are saddened by the news of some of the "aviation greats" who have flown west.

Retirement is great here in the low country, and after four years I have trouble remembering what I did for a living. Cindy and I enjoy attending the retirement party in Chicago every year and visiting with the other old folks.

Thanks to the entire group responsible for the fine publication, and a happy holiday season to all!

Best regards. *Ray*

IN MEMORIAM

ISABEL ANGSTADT

Widow of Fred Angstadt died at 94 years of age on December 14, 2002.

DOROTHY E. BREDIS

Entered into rest peacefully December 31, 2001. Beloved wife of Thomas A. Bredis. Loving mother of Barbara Bredis of Ellensburg, Wa., Gail Bredis of Phoenix, Az. and Nancy Bredis of Stockton, Ca. Caring sister of Robert Warrington of Las Vegas, Nv. Devoted grandmother of Tomas and Olivia Ham-Bredis. Loving daughter of Louise Warrington of San Jose, Ca.

Dorothy was a native of Illinois, and for the last 33 years, a resident of Saratoga, Ca. Dorothy was 70 years old. Dorothy was a member of the Saratoga

Airline Pilot Wives, Stewardess Emeritus and served as a Sub-Deacon at Saint Andrews Episcopal Church.

A Memorial Service was held on Sat. Jan. 12, 2002 at Saint Andrews Episcopal Church in Saratoga, Ca. and the burial was private. The family respectfully requests that Memorial Contributions be sent to the Saint Andrews Church, or the Cancer Society.

Fraternally, Howard Jundt

CAPTAIN BOB BUCK

Captain Robert W. (Bob) Buck passed away peacefully at home Thursday night, December 13th. Bob will be returned to Mobile, Alabama.

Interment at Pine Crest Cemetery, Mobile Alabama
Condolences may be addressed to:

Mrs. Bob Buck (Kathryn), 12609 Lutheran Church Road, Lovettsville, Virginia 20180

E.K. Williams

SANDI CLEMETSON

Sandie Clemetson, wife of Norm Clemetson, died on January 4, 2002.

Jim Stuntz

EARLE FISHER

With sadness I learned of the death of Earle Fisher. Back in the mid '70s I worked as Plumber for Earle. Several months were IAD/SFO/RNO for layover. That is all I have to say about that. Earle and the cigar. Earle looking over his right shoulder at the Plumber and raising one eyebrow. Earle was one of the good guys in my Log Book. His son, Byron, forwarded this obituary to me.

Condolences may be addressed to: Mrs. Earle Fisher (Shirley), 4551 Burton Road, New Orleans, LA 70129-2613

EARLE B. FISHER

Earle B. Fisher (Captain, United Airlines, Retired) passed away in New Orleans, LA December 15, 2001 after a long battle with cancer. He was 73 years old. He is the beloved husband of 50 years to Shirley B. Fisher of New Orleans. Father of Byron Fisher (CAPT, UAL, DCAFO) of Clifton, VA, Erline Fisher of Citrus Heights, CA, and George Fisher of Denver, NC. Grandfather of Meghan and Tyler Fisher both of Clifton, VA. Brother of Robert Fisher of New Orleans, LA and Elizabeth Lester of

Coushatta, LA. Mr. Fisher was born in New Orleans, LA, a graduate of Warren Easton High School Class of 1945, and attended Louisiana State University. He served in the Louisiana Air National Guard. He was hired by Capital Airlines in 1951. He flew the DC-3, DC-4, Viscount, DC-6/7, B-727, DC-8, DC-10, and retired from United in 1988 flying the B-747. CAPT Fisher flew out of the DCA domicile for most of his career while residing in Fairfax, VA. He was a member of The Airline Pilots Association (Council 11), Aircraft Owners and Pilots Association, Antique Aircraft Association, Retired United Pilots Association, Capital Airlines Association, National Rifle Association, and the Quiet Birdmen (New Orleans Chapter). Mr. Fisher owned a C-172 and a Stearman and continued to fly in his retirement.

E.K. Williams

CAPTAIN ROY HENDERSON JFKFO

I first flew with Roy back in the early 70's after the sharp cut back in '69-70. I was a 727 F/O and he was a fairly senior Captain on the 727.

Shortly we found we both lived in Connecticut and that I went right by his home which was just off the Merritt Parkway. We would often drive to work together and in doing so I got quite well acquainted with him.

I heard all his stories, especially about the postman coming in for coffee and his old two cycle Saab. One day he apparently had enough of the Saab and bought a new Datsun 240Z which was totally out of character, as he had a frugal bent. I had the very unusual treat of driving it home one day. He had a great love of brass and copper items, which he accumulated, and his antique Franklin air-cooled two-door coupe.

I also visited him in his place in Essex CT after they moved and saw his DC-10 cockpit pictures on the wall of his barn-"just in case I get called out" he would say.

Back in the late 70's United asked the pilots if we would be willing to cooperate in a program profiling new hires. I was a new Captain at the time and figured it would be an opportunity to influence, in a small way, the folks who would be flying co-pilot and engineer in the near future. In that program they asked us to describe what we would visualize as an ideal Captain. I used Roy for my model. He was unfailingly fair, a wonderful

gentleman, had a great sense of humor, was an excellent airman, and a real pleasure to fly with. One story of which I was not a part comes to mind. Back during the DC-6/7 days, some of you will recall the bar under the circuit breaker panel at the rear of the cockpit in the DC-6. Roy would bet the flight attendants that they couldn't chin themselves on that three times. He would bet a \$1.00 to their dime. Apparently over a period of time he took quite a few dimes from the ladies. However, this one day, the co-pilot found out that the A Stew was a phys ed major. The co-pilot asked her if she could chin herself. Yes, was the answer. He told her to hold out for a dollar to Roy's \$10.00. She did and Roy bit. She took the \$10.00 off him and apparently he was wounded for days.

Another story comes to mind. Roy's wife Betty had passed on and the youngest daughter Mindy was to be married. Roy arranged the reception at the Essex Yacht Club. They asked Roy to arrange for Port-a-potties as the septic wasn't up to the crowd that was planned. It was a rather warm day late in the summer and there was a bar for adult beverages.

One lady, who came alone, partook of a number of freebies and was feeling sleepy. So late in the afternoon, she went over to use the facilities arranged by Roy. She unfortunately fell asleep there and eventually found herself at the facility where they empty them. I can still hear Roy telling that story.

Roy leaves a hole that will be very hard to fill, as they threw away the mold after he came along. A pleasant trip west my friend.

Gene Peterson

BJ HORNE

Dear Mr. Savage,

We are RUPA member Norwood Horne's daughters, Carol and Lou, and are writing to let you know that our mother, B.J., passed away peacefully on January 3, 2002. Our father wanted to make sure that RUPA was aware of this. She had been ill for a considerable period of time. She was hospitalized with breathing difficulties on December 31st, after which underlying cancer was diagnosed. It had progressed too far for treatment. Our father, Carol and our brother John were at her side when she died. Should any of the group members wish to, a contribution to the Alzheimer's

Association or a similar charity would be appreciated.

Sincerely yours,

Louise Horne and Carol Stebick

JAMES B. KINNE

I regret to inform you that James B. (Jim) Kinne, husband of Helen, died on December 20, 2001 at home after suffering from cancer.

The following is the obituary in the paper sent to me by Derek (Dick) Ferrand:

James Blaine Kinne, 77, of Pine Crest Acres, Wicomico Church, VA, died on December 20, 2001. He was born on March 16, 1924 in Seneca Fall, N.Y. He was the son of the late Charles Harrell and Lura Rowley Kinne. Mr. Kinne was married on February 15, 1947 to Helen Ann Vanderhyden, who survives at home.

Also surviving are five children; James Halsey of Fort Myers, Fla, Karen K. Babnick of Oxford, Ohio, Barbara B. Kinne of Warriors Mark, Pa, Jan K. Green of Rapidan, Va., and Charles Willard of Durham, N.C.; and eight grandchildren. Formerly a resident of Broad Run Farms, Loudoun County, Virginia, Mr. Kinne had for the past 25 years called the Northern Neck his home. Mr. Kinne was a professional pilot. He began his aviation career with Youngstown Airways in 1947 and retired in 1983 as a senior captain with United Airlines. He served in the U.S. Navy during World War II (Pacific Theater) and was a plank owner of the USS Bennington. Mr. Kinne was an avid outdoorsman, and enjoyed fishing, hunting, and golf. He was also an accomplished woodworker. A private service will be held at the convenience of the family. In lieu of flowers, the family suggests that expressions of sympathy be made to a favorite charity.

Cards may be sent to: Mrs. James B. Kinne, PO Box Wicomico Church, VA 22579-0097
804-580-7182

Fraternally, Jerry

WILLIAM JOHN MCBRIDE, JR.

William John McBride, Jr., age 84 of Nokesville, died Saturday, January 26, 2002 at Annaburg Manor, Manassas. He was a member All Saints Catholic Church, Manassas. He was a member of the All Saints Catholic Church Parish Council. Mr. McBride retired from United Airlines and was

a member of the Retired United Pilots Association. Mr. McBride was preceded in death in 1992 by his wife Magdalena McBride. Survivors include three sons, Francis G. McBride of Nokesville, William J. McBride III of Schaumburg, IL, Stephen E. McBride of Berkeley, CA, and one brother Thomas G. McBride of Pittsburgh, PA. Also surviving are three grandchildren, Victoria McBride, Michael McBride, and Robert McBride. The family will receive friends from 2:00-4:00 and 7:00-9:00 P.M. Tuesday, January 29, 2002 at Price Funeral Home, 9609 Center Street, Manassas where a prayer service will be held at 7:30 P.M. Tuesday. The Funeral Liturgy will be offered 10:30 A.M. Wednesday, January 30, 2002 at All Saints Catholic Church, 9300 Stonewall Rd., Manassas. Interment will be private. In lieu of flowers, expressions of sympathy may take the form of contributions to the American Cancer Society, P.O. Box 699, Vienna, VA 22183-0699 in memory of William J. McBride, Jr.

CARL WILLIAM MILLER

Capt., United Airlines (Ret.) died on Friday, January 25, 2002, of Oak Hill, VA. Beloved husband of Pauline Miller; loving father of Carl William Miller, Jr., Laura Catherine Stanley and Scott J. Miller. Also survived by grandchildren Joshua and Matthew Miller and sister, Martha V. Miller of Bradenton, FL. Friends may visit Thursday, January 31, from 11 a.m. to time of service, 12 Noon, at the EVERLY HOME, 10565 Main St., Fairfax, VA. Interment private. In lieu of flowers, memorial contributions may be made to Hospice of Northern Virginia, P.O. Box 922, Falls Church, VA 22040

CAPT BILL MINTURN

B400 CAP ORD, was in SFOFO, lives in CVG with wife and two young kids (9-14 yrs). Hired March 69, really good guy, broke his leg in August and on 1st solo trip back from S/L and fell down stairs at The Cage in NRT on December 1. Very, very serious head injury, from which he expired.

THOMAS E. MORRISON

1207 W. Braddock Rd, Alexandria, VA 22302 Tom passed away January 5, 2002 at age 87 and was buried in Fairfax, VA on January 9th.

Is survived by wife Rita and 6 children. Was born in Pittsburgh, PA and originally worked for old Penn Central at Youngstown, Pittsburgh and Hickory, NC as station manager before transferring to Dispatch of Capital and then UAL in the merger. Most of his career in was spent in Washington. In early days, the manager had to work the counter, radio, and often the inertia crank starters on Boeing 247D's as well as load and unload the aircraft.
From Robert Commerce

EMMETT M. OEHLERT

Of Vista, CA and St. George, Maine, passed away in Pen Bay Medical Center in Rockport Maine on November 12, 2001.

He had been enjoying golf with his buddies three times a week until late September. His health suddenly spiraled downhill, and thankfully, his final illness was relatively brief. He died of liver cancer, which had apparently originated in his colon one-and-one-half –years ago. He had surgery then, and it was judged a success at the time, but one never knows when these miserable little cells might escape and do their damage.

Em and I had planned a trip to Paris in mid-September, followed by a train ride in the Chunnel to London, with a few days there, then home to Maine to enjoy the beautiful fall foliage. Thanks to 9/11, Em never got to make his trip, but perhaps that was for the best, considering...

He enjoyed RUPANEWS so much, and even though I encouraged him to write an annual letter, he couldn't imagine anyone being interested, so as far as I know, he never did!

Em loved his flying career with UAL and felt very blessed to have had such a fun job.

Fly on, my pilot, I shall miss our adventures and quiet times together.

Gloria J Oehlert

Emmett M. Oehlert, was born June 18, 1915, in Seattle, but spent most of his youth in Des Moines, Iowa.

After graduating from high school, he joined the U.S. Navy. He became the champion breast-stroke swimmer of the Navy during his service from 1933 to 1937. As a yeoman aboard the USS Colorado stationed in Honolulu, he participated in the search for Amelia Earhart.

Prior to World War II, he worked in the sick and

wounded office at Fort Des Moines. He dreamed of flying, and sought a commission in the Army Air Corps. The local Elks provided him with the additional education that was required and he was accepted and earned his pilot wings by 1943. As a first Fortress pilot, he, flew 50, missions while based in Africa during the European campaign. Upon his honorable discharge in 1945, he was hired by United Airlines and was based first in Chicago, then in Los Angeles. After retiring in 1975 to Kauai, Hawaii, he took up golf and continued traveling for pleasure. His last years were spent summering in Maine and wintering in California. he is survived by Gloria Oehlert of St, 'George and, Vista; a son,, Fred Oehlert. of Sacramento Calif ., a stepson, Douglas Herrick of Pensacola Fla., Florence C Conner of La Mesa, Calif.; a niece, Susan Buchanan of Lemon Grove Calif.; a nephew, Dennis Conner of Madera, Calif three great-nephews- a great-niece; five great-great-nephews; and a great-great-niece. Mr. Oehlert will be interred in a private service at Fort Rosecrans in San Diego. In lieu of flowers, remembrances may go to Johns Hopkins University, GI Division, Attention: Colon Cancer Education

C. GILBERT "GIL" SPERRY

C. Gilbert "Gil" Sperry of Corvallis died Sunday at his home. He was 88. He was born in Webster Groves, Mo., to Charles G. and Ethel Morgan Sperry. He attended grade school in Long Beach and Pasadena, both in Calif, from 1919 to 1925. He attended junior college in Pasadena, the University of California, and the Boeing School of Aeronautics in Oakland, Calif., where he studied for two years. He worked for United Airlines as a co-pilot from 1937 to 1940 and then as a captain from 1940 to 1973. He flew everything from Boeing 247s to 747s. He worked as a lab technician and photographer with Hise Studios in Corvallis from 1985 to 1988. He married Marilyn Glaescher in December 1939 in Coconut Grove, Fla. He married Suzanne Hauerwas April 4, 1959. He was a member of OX-5 Aviation Pioneers, former state president of the Oregon Pilots Association, Aircraft Owners and Pilots Association, former president of the Rotary Club of Greater Corvallis, Oregon State University Flying

Club, Quiet Birdmen, Sports Car Club of America, Kings Highway Motor Club and Grace Lutheran Church. He was a member of the Boy Scouts of America and an Eagle Scout. His hobbies were flying airplanes and gliders, photography, hiking, camping, canoeing, fishing and traveling. Survivors include his wife, Suzanne; sons, Douglass of Miami and David of Kirkland, Wash.; daughter, Virginia Pietila of Mercer Island, Wash.; four grandchildren; and several great-grandchildren.

Memorial donations can be made to Benton Hospice, the Grace Lutheran Foundation or the Greater Corvallis Rotary.

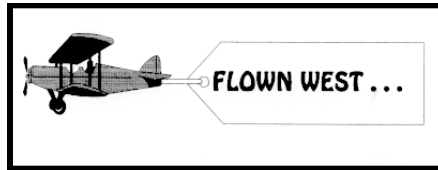
JIM TALLY

8585 W. Dakota Ave, Lakewood, CO 80226
This is to let you know , Jim Tally passed away on November 4, 2001. Although he was not a pilot, he did so enjoy the RUPANEWS and reading about the fellows he ran in the trainer. Also, lunch with the "Good Ol' Boys" in Denver when he could. Thank you for including him. *Colette*

RALPH E. VANCE


Pilot and firefighter, Ralph E. Vance, 68, of Conifer, an Elk Creek Fire Department volunteer, died Dec. 14 in Conifer. There will be cremation. He was born Sept. 22, 1933, in Ziver. He graduated from East High School and the University of Colorado. On Nov. 20, 1959, he married Virginia L. Littlefield in Amarillo, Texas. He served in the Air Force & retired in 1993 as an international captain after 29 years with United Airlines. He was also chief of Elk Creek Fire Department. He was a member of the Denver Society of Model Railroaders and the green Chamber Symphony Orchestra among many other organizations; interests included the Western and ham radios. He is survived by his wife; and a daughter. Contributions may be made to the E. Vance Memorial Fund, c/o Creek Fire Department, P.O. 607, Conifer, CO 80433; or. Community First Bank, P.O. Box 339, Conifer CO 80433.





J. EDGAR HALE		28 AUG 2001
CHARLES L. RUDEL*	SEA	28 OCT 2001
EMMETT M. OEHLERT	LAX	12 NOV 2001
KENNETH E. GREENHALGE		17 NOV 2001
BILL MINTERN	SFO	1 DEC 2001
ROBERT W. BUCK		13 DEC 2001
RALPH E. VANCE		14 DEC 2001
EARLE FISHER	DCA	15 DEC 2001
JAMES B. KINNE		20 DEC 2001
CARL WILLIAM MILLER		25 JAN 2002
WILLIAM JOHN MCBRIDE, JR.		26 JAN 2002
ROY HENDERSON	JFK	
C. GILBERT "GIL" SPERRY		

*Non Member



HIGH FLIGHT
By John Gillespie Magee, Jr.

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

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 1st Tue. San Diego Co. - *Quails' Inn, San Marcos* - 760-723-9008
2nd Mon. SW FL - *Olive Garden, Ft. Myers* - 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds - *Miles Grant Country Club, Stuart*
561-747-2796
2nd Thu. SE FL Gold Coast - *Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners - *McCormick Ranch Golf Club, Scottsdale*
480-948-1612
3rd Tue. DEN Good Ole Boys - *American Legion Post 1* - 303-279-4348
3rd Tue. LAS High Rollers - *Memphis Barbecue* - 702-658-6168
3rd Tue. NE FL - *Spruce Creek CC* - 904-760-9736
3rd Tue. Dana Point CA - *Wind & Sea Restaurant* - 949-496-2691
2nd Thu. LAX - *Hacienda for Holiday Lunch, (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 - *Springfield CC* - 540-338-4574

Other Events

- 22nd Feb '02 Boys' Night Out - SFO Sheraton Gateway Hotel, Burlingame

Deadline: February 27, 2002

Mailing: March 6, 2002



PERIODICALS

RUPANEWS

1104 BURKE LANE
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