



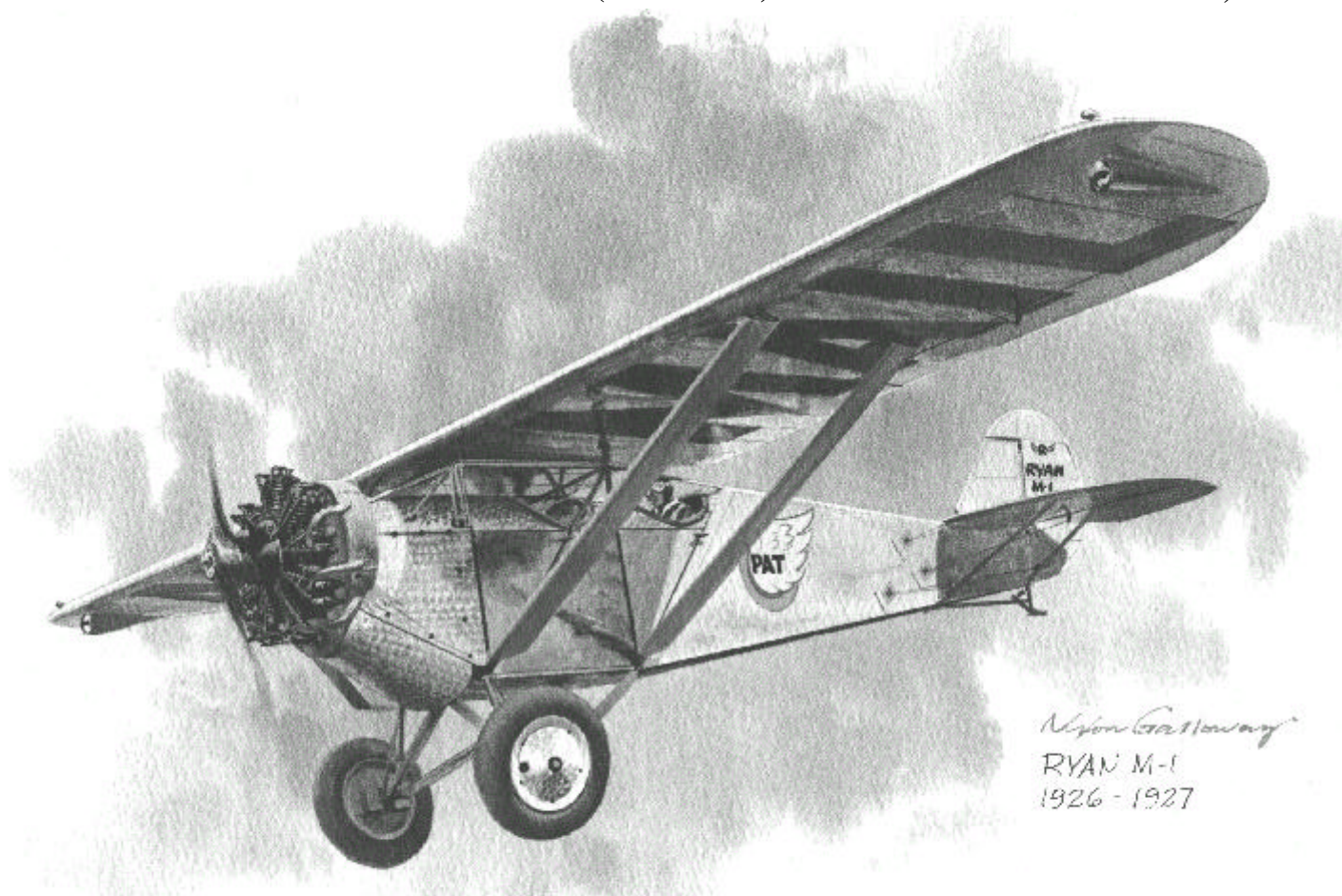
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 3

(Journal 512)

March, 2002



Nylon Galloway
RYAN M-1
1926 - 1927

IN THIS ISSUE

Presidents Report	Page 3
About The Cover	Page 4
Notices	Page 5
In Memorium	Page 26
Calendar	Page 28

RUPANEWS

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PRESIDENT MESSAGE

Fellow Ruparians, By now, some of you may be aware of the sudden passing of our President, William R. Bartel. Bill leaves behind some awfully big shoes for me to fill. I, will try to carry on with his vision for the future of RUPA. Noel Kane has graciously accepted the position of Vice President.

Several members of RUPA and myself attended a moving service for Bill at the Chapel of the Highlands in Millbrae, on February 23rd. In attendance were a host of his friends and family. He was as popular with the Millbrae Lions Club, as he was with RUPA. Our deepest sympathy goes out to his wife Lynette and the rest of his family.

Thanks to all of you who have served as officers, members of the board and on various committees in the past, RUPA is in excellent financial shape. Our membership is strong and I hope to see it continue to grow. I ask for your support and feedback as I prematurely take over the office of President. I look forward to meeting many of you at your lunches and gatherings around the country, and hope to see all of you on the Panama Canal Cruise in October-November. Fraternally, *Rich*

EDITOR'S NOTES

Firstly, my apologies to those of you who tried but could not contact me via e-mail in December. A couple of our corporate friends got in an unfriendly competition, and in such cases – much like the mating of elephants – it behooves lesser creatures to get out of the way until after the jungle is flattened and the dust settles. My former ISP, Excite@Home.com wanted more money to provide AT&T with communications technology. AT&T figured they could do it cheaper themselves and didn't pay – so we faithful clients were summarily dropped with not so much as a by your leave. The hiatus lasted a couple of weeks until AT&T provided a new ISP, the current ATTBI.com.

The timing couldn't have been worse, because we, RUPA, had just published our annual directory, which now has at least two incorrect email addresses in it for the whole coming year. Please note the new email addresses for Cleve Spring and myself in the current RUPANEWS.

Speaking of RUPANEWS, it will be apparent to our sharper-eyed readers that I now have assistance in the layout function of the magazine, because I'm not likely to miscall my wife Sheila, as Shirley – a minor glitch in the transition, and I'm most grateful for the help. Further changes loom as I begin to unload myself of my former solo responsibilities to ready myself to undergo lung surgery and recuperation. The various sections have been rationalized, with responsibility assigned to each one. Hopefully, by means of an electronic "lock box", there will be a seamless transition and readers won't see the joins.

It is my hope that this electronic load sharing will, in future, enable more of you to share in the joys of producing RUPANEWS; we, in San Mateo, feel guilty at hogging all the fun; all except the monthly couple of hours doughnut-snapping and labeling (traditionally known as "folding and stuffing" although that activity has long been history.) *Jock*

AOL and Apollo

By the time you get this, the CompuServe and United link will be history. Many questions are arising about how to do it, and frankly, I don't have the answers. I hooked up, without the UAL CREWS dedicated AOL disk, to Easy Apollo, following the instructions available on the RUPA website. There are now two instruction documents from Compusult (Easy Apollo) on how to do it. It works, but since it is a cumbersome procedure to connect the two, I will probably start using UAL's SkyNet, (<https://united.intranet.ual.com/>) and do away with the AOL link. For those of you who have reason to connect to Apollo for Crew Schedules, etc, you are best contacting either the AOL or United help lines. Good luck, *BruceM*

**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: clevspring@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—RYAN M-1

Pacific Air Transport (later, one of the carriers that was to form United Air Lines) was the first commercial customer for Claude Ryan's mail/passenger Model 1. This new monoplane was an odd mixture of old and new concepts and was designed specifically in anticipation of new airmail routes to be awarded. A triangle-shaped door allowed access to the front cockpit where two passengers (or one passenger and one sack of mail) sat side by side. It flew for PAT in 1926-27.

Nine M-1's were manufactured, each incorporating minor improvements over its predecessor. The tenth and last M-1 incorporated so many improvements by the time it was completed; it became a new model—naturally, the M-2. The first M-2 was soon converted to a five-place cabin model named the "Bluebird" and became T. Claude Ryan's personal runabout.

While there was only one "Bluebird," it was significant that it was the direct ancestor of the "Spirit of St. Louis;" built that year (1927) in the same San Diego shops.

Technical Data:

Type: Mail-Passenger Accommodates: 2 passengers or 1 passenger, 170 lbs. of mail, 1 pilot.

Power Plant: Wright J-4B, 200 hp @1800 rpm. Cruise Speed: 115 mph. Top Speed: 135 mph.

Climb: 1,200 fpm. Ceiling: 19,000 ft. Range: 500 miles

RUPA Communications:

In November, 2001, I tried a "mass" communication effort via email, to see how many on the membership roster might receive future alerts. I had hoped for 50+%. The effort netted less than 20% possible recipients.

Messages were sent to the 1227 email addresses in our database. The results are below.

The mailing generated 225 replies, of which:

Offers to help: 37 (naming 54 people known to not have email)

Sorry, can't help: 28 (Don't know any members who are NOT on line. -- That's OK!)

Replies of another nature: 9 (that includes 4 changes to other preferred addresses.)

Rejected (full mailboxes): 9

Delayed for whatever reason: 23

Failed deliveries: 119 The failed deliveries included 3 typo errors in the directory, and 116 non-active accounts ???)

I assume that the rest were received OK. We will always attempt to place important information on our website. I will attempt to send "alerts" about items that either positively or negatively impact the membership to all on our most current email list. I hope the recipients will pass on the information. No guarantees, as our WebSite host does limit the number of addresses to who we can mail to at any one time and a limit "per day".

Finally – if you did not get the above-mentioned email, your email entry in our database was out of date, and your email address has been removed.

Check the WebSite, "What's New" page, and a guide to the latest changes will be there. *BruceM*

Good Ole Boys

Dick Wagner, Golden, CO

19 February 2002

We had 24 "Good Ole Boys" today, including myself, and had a lively conversation about the mechanic's contract. We all hope they vote to accept. Our next luncheons will be 19 March and 16 April at the American Legion, Post #1, I-25 and Yale, one block east I-25, south side, 1130 hrs. I am still looking for a replacement as a Denver Rep, as I wish to resign. *Dick*

Those attending were:

Bob Ashworth	Bill Fife	Rick Madsen	R. O. Stewart
Curly Baker	Jim Gates	Maury Mahoney	Jack Turner
Stanley Boehn	Tom Gordon	George Maize	Russ Ward
Bob Crowell	Jim Harris	Steve Pahs	Mike Williams
Bob Dietrich	Tom Hess	Ed Schumacher	Russ Wrigh
Charles Fellows	Bill Hoygaard	Dave Stearns	

North Coasters

The regular luncheon of the North Coasters took place February 21st at TJ's restaurant in Wooster, Ohio. The rainy weather stopped the fly-in members from arriving by air---so they drove in for the occasion. That is real dedication to the group! The sad news of the death of RUPA's President, Captain William R. Bartel was shared with the group.

The usual rising level of talk and laughter was in evidence, with several conversations taking place at the same time. It was a pleasure to welcome George Hunyadi, the chief pilot of Rubbermaid. There are now 6 pilots working with him. He gave us a view of how the security programs are impacting corporate flying, and a review of a flight into Salt Lake during the Olympics. Seated around the large table were: Bob Olsen, Jerry Cox, Rick and Ronnie Ogden, Gene White, Richard McMakin, Dick Sanders, Thomas and Sandy Race, Ed and Barbara Griffith, Ken Wheeler, and your reporter, Dick Orr. Next gathering-- March 21, same place at 1 P.M. Working and retired pilots always welcome, and all meetings are co-ed. *Dick*

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*

SFO Boy's Night Out

Boy's Night Out A Success: On Friday, February 22nd close to one hundred members gathered at the Gateway Sheraton in Burlingame to renew old acquaintances, enjoy a fine meal and tell a few lies. The change of hotels provided the group with better meals, rooms and ambiance at no increase in price. In a change from previous years there was no after dinner speaker, the talent of those present was instead called upon. After a few lame one-liners by BNO organizer Sam Cramb, our own Father (Bob) Donegan was called upon to say a few words. Bob called for a moment of silence for our recently departed President, Bill Bartel, and for those members who have Flown West since we last gathered together. Father Donegan then gave an inspirational message to the assemblage. Jerry Paulson regaled the troops with ripping yarns from his career with United. Several other members entertained with stories, jokes, etc. A call for hands from those approving of the new format showed over 95% in favor. A small change next year will include the use of a hook event, Vaudeville style, for those who overstay their time hanging on to the microphone. Thanks to Cam McEachern and Barney Hagen for helping to run this year's event.

PHX Roadrunners

The Phoenix Roadrunners met at McCormick Ranch Golf Club on Friday Feb. 8th. 47 Members & guests enjoyed the Happy Hour and Lunch from the Lakeside Room.

Don Eiken showed a 45 min. Video of the Life of Donald Douglas. Also very enjoyable for the ladies. Thanks again Don for sharing this with us. In attendance were:

Fred Anderson,
Betty Bergbower, & guests Dr. George & Sandy Elichler,
Bill & Lillian Bay,
Mac & Betty Bleser,
Frenchy & Millie Bourgeois, & guests Jeff Ebright & Ray Norton,
Earle & Neva Britton,
Ginny Coleman,
Bill Dutton,
Dick & Sue Daniels,
Don & Jan Eiken,
Cal & Phyllis Jassman,
Ken & P.J. Killmon,

Phil & Pat McDonald,
Bill Morrison,
John & Shirley Prestegaard, Gene Paguette,
Roy & Lois Scroggs & guests Lois' brother Jack Minor & Nina Devore,
Jim & Nancy Staib,
David & Sheryl Swanbeck with guests recently RETIRED Allan Bengtson & wife Bernita.
Welcome to our group, hope to see you often. Don & Joan Toeppen & guests from Prescott Henry & Ruth Ebbets.
Bob Steeneck,
Ralph & Helen Wright.

Next Luncheon will be at LAKES CLUB in Sun City on Fri. March 8th. Our Guest Speaker will be Sergei Sikorsky son of Aviation pioneer Igor Sikorsky. Hope to see all of you there - this should be special.

Friday April 12th we will meet at a French Restaurant Le Sans Souci, 7030 El Bella Vista Dr., Cave Creek, AZ. Our Member Magician Bill Dutton will entertain us with his magic.

Please Call 480-948-1612 for directions and reservations. Til we meet again Stay Happy & Healthy, Frenchy & Millie

LAX Luncheons

I don't know why the calendar for LAX was changed from the 3rd Thu. to the 2nd Thu. but it is in error. It has been on the 3rd Thursday for years and will remain so. I imagine someone changed it because in Dec. we used the 2nd Thursday for our special holiday luncheon so as to not interfere with Christmas. All other months it will be the Hacienda on even months and Billingsley's on odd.

Please change it back as it has caused a lot of confusion. Rex May, LAX Rep

BOYS' NIGHT OUT, FEBRUARY 22, 2002

2002 President's Awards to:

Cleve Spring



Floyd Alfson



Jock Savage



Bruce McLeod



If your picture is not here the amateur photographer missed you, took a real bad picture, or you'd gone!!



**Captain Rich Bouska
RUPA President**

**Captain Noel Kane
RUPA Vice President**

The Gold Coasters

The Gold Coast bunch for lunch guys got together Feb. 14th, Valentine's Day. Always a lot of laughs and noisy conversation. Doug Mitchell, from Wyoming, stopped in for lunch on his way around Florida in his R.V. He is seeing old UA2 friends and doing RUPA lunches. We always welcome frozen RUPA's from the cold country. Members on board for lunch:

Stan Blascheke	Warren Helper	Doug Mitchell	Dick Wiley
Russ Burleigh	Walt Kimmey	Dave Peat	Ham Wilson
Jimmy Carter	Bob Langevin	Danny Petrovich	Jack Wink
Ed Cleary	Terry Lewis	Ed Petrovich	
Peter Gallant	Paul Livingway	Dick Ruitter	

Jerry Bradley is off traveling the down under so we are winging it on this letter. Jimmy Carter for Stan Blascke and I Call 561-272-1860 for info.

The Treasure Coast Sunbirds

The Treasure Coast Sunbirds had another great luncheon at Miles Grant Country Club in Stuart, Florida, on Tuesday February 12th. The Miles Grant chef put on an outstanding buffet with delicious hot and cold food. Before lunch many of the members took the opportunity to quench their thirsts at the bar. Those attending were: Dave Arey (our host), Bob Fiedler, Percy Wood, Ted Osinski, Clark Luther, Clay Grant, Glen Hall, Stan Smilan, Bob Schaet, Joe Mahoney, Jim Dowd, Rudy Pekrul, Jack Boisseau, Vince Consigli (our newest retiree), and Bruce Wilkinson. Walt Kimmey, who we see from time to time, brought a special guest. He was Doug Mitchell. Many of us hadn't seen Doug in twenty-five or thirty years. Doug, who lives in Laramie, Wyoming, was making his annual winter motorhome excursion through the southern states. It was a surprise and a pleasure to see his friendly face. He said he was going to try and hit as many RUPA luncheons as possible. A good way to see old friends. Sunbirds will meet again on our usual second Tuesday, on March 12th. Any retiree in the area is welcome. See you in March. *Bob Schaet*

Washington Area Eddie O'Donnell Luncheon

April 17th we will return to the Belle Haven Country Club for our spring Coed lunch with Chief Pilot Chuck Crosby (DCAFO) and Mr. Herb Pettit on hand to bring us the "State of the Domicile Message". In addition, we will have as our guests the widows of our friends flown west. Lunch will be \$25. 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. *E.K. Williams*

OOPS !!

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good, and therefore we should have a smooth and uneventful flight. Now sit back and relax - OH MY GOD!"

Silence

Then, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier, but while I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!"

A passenger in Coach said, "That's nothing. He should see the back of mine!"

2002 Companion Passes

1. The 2002 companion program begins 3/15/02. Unused 2001 coupons can now be used through 3/31/02, but not on United Express.
2. The retiree must list all companion travelers -- companions can no longer list themselves. However, companions can change a listing to a different flight or date, once the retiree has made the original listing. This is to help prevent companion passes from being sold or abused.
3. 2002 coupons can be ordered now by calling the PAL Line. Those coupons will take about 6 weeks for delivery. So for those retirees needing 2002 coupons in early March, please contact the flight office for replacement 2002 coupons. You will need to imprint the replacement 2002 coupons with your travel card as they will not be pre-printed.
4. Beginning with the 2002 coupons, travel on United Express is permitted.
5. Beginning with the 2002 coupons, a retiree's eligibles (principally his or her spouse) may take up to two companions using the retiree's coupons and both will be boarded at BP-8B priority. (Prior to this change, if an eligible traveled with a companion, the companion was boarded at BP-8C priority.)
6. The two-companion limit per retiree per flight has been removed effective 3/15/02. Anytime more than two companions per retiree are boarded on the same flight, they are boarded at BP-8C priority. If a retiree or eligible accompanies more than two companions, they are boarded at BP-8C priority. All unaccompanied companions are still boarded at BP-8C priority.
7. Effective 3/15/02 stockings and nylons are no longer required in any class of service. Clothing is still required.

Travel Benefits Changes

As each of you are aware, the travel benefits policy has been under review. You and your leadership have been helpful in the process and have provided your comments and feedback on issues that you or your membership feel should be considered. The following is a summary of the recommended changes that have been approved for implementation:

Boarding in International First Class - Effective March 15, 2002, space-available travelers will be boarded in United First Class on a three-cabin aircraft, even if a full meal service is not available.

Dress Code for pleasure and business travel revised - Effective March 15, 2002, socks and hosiery will no longer be required attire in any class of service, system-wide.

Revised 2002 Companion travel program will be launched on March 15, 2002 as follows;

2002 pre-personalized tickets will be valid from March 15, 2002, through February 28, 2003. Each sponsor is still limited to the use of 24 flight segment tickets annually and may not exceed this number for any reason. The ability to list or travel after 24 flight segment tickets have been used and processed by Revenue Accounting Department will be programmatically stopped.

Companion tickets may be used on United or on United Express carriers. The boarding priorities on United Express are as follows:

Employee/Retiree/Dependent (including parents) and one or more companions BP-8C

Companions traveling alone BP-9

Boarding priorities on United Express use current-day seniority for check-in (travel date and time of check-in).

Continued next page

Sponsoring employee or retiree must list or build original passenger name record (PNR) for companions. The companion may not create the original flight listing, but he or she may modify the listing if necessary.

The two-companion limit per flight segment has been eliminated. Boarding of the sponsoring employee, retiree, dependents, including parents, and any number of companions exceeding two companions will be boarded on the same flight if seats are available at a BP-8C priority. The current rule that boarding priorities may not be split will be retained, e.g., the employee or retiree cannot choose to travel on the same flight with one companion at a BP-8A and sponsor two other companions at a BP-8C. All standby travelers would travel on the same flight at a BP-8C.

Employee or retirees' dependents, including parents, may accompany companion travelers. The boarding priorities are as follows;

Employee/Retiree and one companion: BP-8A

Employee/Retiree and two companions: BP-8B

Dependent, including parents, and one or two companions: BP-8B

Employee/Retiree or dependent, including parents, and three or more companions: BP-8C

Companions traveling alone: BP-8C

U.S. based employees who are eligible for companion travel (including employees on special leave of absence, medical/military leave of absence) and retirees may call the People Access Line (PAL) at **888-PAL-LINE (725-5463)** beginning immediately, to order their companion ticket allotment. Tickets will be mailed to the home address within approximately 6 weeks. Employees may contact their local management for carbon ticket stock, which is to be imprinted with the travel card, if the requested tickets are delayed for some reason and do not arrive in time for travel.

Companion Fares - Effective March 15, 2002, we are increasing the companion fares in the amount of \$.75 per segment to cover the incremental increase in the average already embedded U.S. Passenger Facility Charge (PFC) on every U.S. departure. As previously announced, the \$2.50 U.S. Security Services Fee will be collected in addition to the companion fare on every U.S. companion departure. This applies to both 2001 and 2002 companion ticket stock. We will continue to review the companion fares to determine if they are set appropriately. The current cents per mile structure and fare minimum will be retained for companion travel and reviewed early next year.

United Services Sells 24 727-200s to Pan Am; Aircraft Flown Exclusively by United

CHICAGO, Feb 15, 2002 /PRNewswire- FirstCall via COMTEX/ -- Beginning this week, United Services, the global airline support business within United Airlines (UAL) (UAL Corp.), will deliver 24 Boeing 727-200s to Pan American Airways in one of the largest sales ever made by the company to another airline.

"Over the past five years, we have sold 43 DC10-10 aircraft to FedEx," explains Martin Lawrence, Manager, Aircraft Sales, "but with the sale to Pan Am, we will deliver an aircraft a week for the next six months. It's a very ambitious schedule."

The 24 B727-200 aircraft are part of a fleet of 75 (67 owned and eight leased) that United has recently retired from service. All were manufactured between 1978 and 1980 and have been part of United's fleet since their initial delivery. The aircraft will operate on routes outside the continental United States.

"We were slowly retiring our fleet of 727-200s over a three-year period, but following the events of September 11, which precipitated cutbacks in service, a decision was made to retire the remaining 727-200s at the end of last October," Lawrence says. "These aircraft have been stored at a facility in the Mojave Desert."

In another component of the transaction between the carriers, United has also agreed to sell to Pan Am three 727 flight-training simulators and a cockpit procedures trainer (CPT). The equipment will be relocated to Sanford, Florida, where Pan Am is establishing its own training facility.

Pan Am, which underwent reorganization in 1998 after filing for bankruptcy, is now based in Portsmouth, N.H., after being acquired by the owners of New Hampshire-based Guilford Transportation Industries. The original airline was founded in the late 1920s.

United Services, a business within United Airlines Corp., brings 75 years of experience, employee talent and the highest level of operational integrity to more than 200 airlines customers worldwide, providing everything from maintenance, airport and training services to engines, airframes and aircraft parts. For more information about United Services, see the business group's Web site, www.unitedsvcs.com. SOURCE United Services

World has too many airlines

IATA boss says consolidation needed: By Robert Gibbens

MONTREAL - The world airline industry has too many players and must face the same painful consolidation that is sweeping other sectors of the economy, Pierre Jeannot, director general of the International Air Transport Association, said..

Fragmentation is very costly for air transport, its users and for shareholders and "we must urgently scrap the outdated 1944 international rules, including national restrictions on airline ownership," he said after a Canadian Club of Montreal address.

Mr. Jeannot was the chief executive of Air Canada from 1984 to 1990 and has been director general of the 275-member association of international carriers for the past eight years. He said since Sept. 11, airlines have seen their market capitalization decimated by the disastrous traffic drop and the public perception of their vulnerability to terrorism.

"Some North American airlines have almost exhausted their cash reserves despite temporary government aid and the Swissair and Sabena bankruptcies in Europe won't be the last," he said.

"But for air transport to recover and play its economic role, it needs a structural renewal so it can be efficient and profitable again, less dependent on government authority and as international in ownership as other major industry sectors," Mr. Jeannot added.

A chaotic patchwork of 180 air traffic control groups worldwide urgently needs rationalization and airports and the regulatory system must be opened up to market forces, he said.

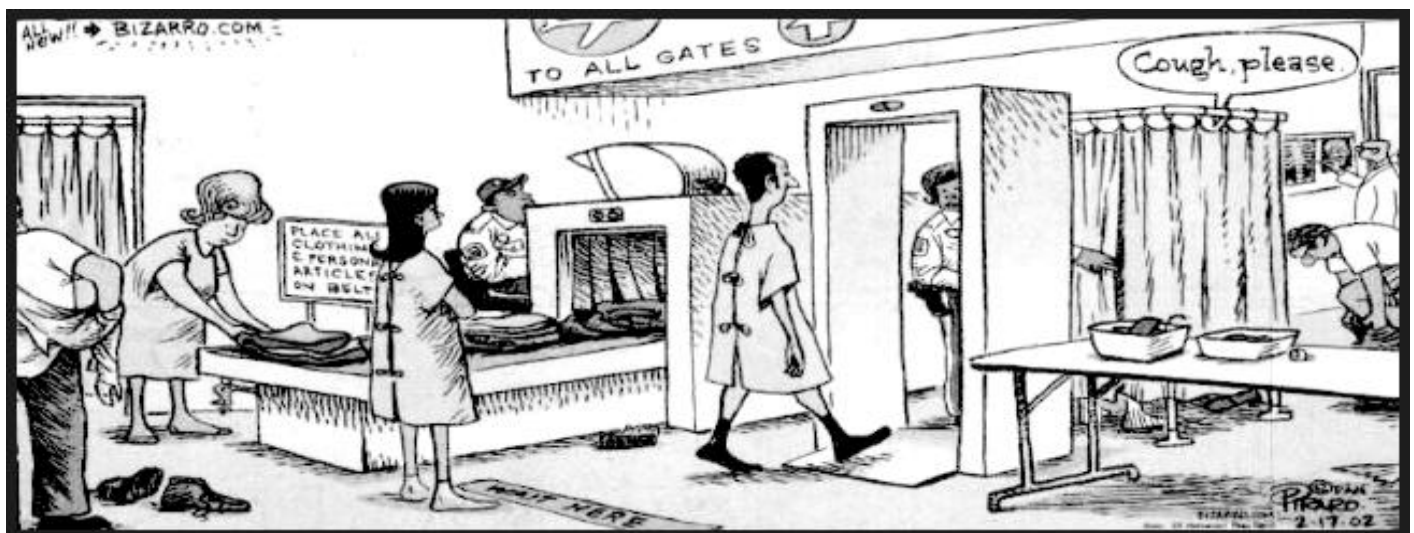
Many industry leaders have urged an easing of ownership restrictions to encourage access to new capital. Last week, David Collenette, the Transport Minister, said he is considering raising the foreign ownership limit for Canadian airlines from 24% to 49%.

But he cautioned this could only happen as part of a bilateral deal under which U.S. foreign ownership limits were also raised.

Mr. Jeannot also said global airlines face a tenfold jump in 2002 insurance costs to US\$9.5-billion, despite a modest short-term government shot-in-the-arm to most insurers and clients. Governments will have to cover part of the premium increases, but vicious competition should limit upward pressure on fares.

Financial Post 15 Dec '01

Can you say, "Cabotage"? Ed.



Send all corespondence
and reports to Cleve until
further notice.
Clevespring@attbi.com

How HMO's Came To Be

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

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

And Satan said to Man, "You want fries with that?" And Man said, "Super size them." And Man gained pounds.

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

And Satan froze the yogurt, and he brought forth chocolate, nuts and brightly-colored sprinkle candy to put on the yogurt. And woman gained pounds.

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

And Satan brought forth creamy-dressings, bacon-bits, and shredded cheese, and there was ice cream for dessert. And woman gained pounds.

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

And Satan brought forth chicken-fried steak, so big it needed its own platter.

And Man gained pounds, and his bad cholesterol level went through the roof.

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

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

And God said, "You're running up the score, Devil."

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

And Satan peeled off the healthful skin and sliced the starchy center into chips and deep-fat fried them. And he created sour cream dip also. And Man clutched his remote control and ate the potato chips swaddled in cholesterol.

And Satan saw and said, "It is good." And Man went into cardiac arrest.

And God sighed and created quadruple bypass surgery.....

And Satan created HMOs.

LETTERS

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

Cleve, Two years into retirement and all's well, enjoying grand kids etc. Sharon likes it also. Did Midi Canal in southern France in late October with Jan and Patty Conover. We had a ball. Please revise my email address: amator1851@prodigy.net. Thanks, *Ray & Sharon*

LEROY R. BAIR—4265 Brown Circle, Gurnee, IL 60031

Guess I'm getting this retirement thing down pat - Birthday in December and I'm sending my check and note in February. Isn't life great! 2001 found us as busy as ever. In January Eva got a new knee. While she was in the rehab center the rest of the family flew to Dallas, TX, to support the oldest grandson in a hockey tournament. His team did ok but he came out as top goalie in his age group (14). February was filled with rehab and snow shoveling. March found us in Maui at Jim Naze's condo. A great get-away. In April I got another clean bill of health at Mayo - 3 years since prostate surgery. May brought us a new grandson - that makes 3 boys and 1 girl. June was graduation for the oldest grandson. July found us at the Wisconsin Dells for our annual family weekend. August we drove to Buffalo, NY, (no seats) to outfit our goalie. Made a nice trip for everyone—Football Hall of Fame, Niagara Falls, coming back through Canada. September - we enjoyed the

RUPA Convention; a shame there was such a small turnout with all the work the committee did. October we made another road trip - this time up to Canada to Calgary, Banff, Lake Louise and back through Yellowstone and the Black Hills. It was nice to see the areas up close that I had only seen from above. November was my annual deer-hunting trip with my brother and December was filled with holiday activities. Another year in review.

Thanks for all the work done to keep this group going. We really enjoy the magazine.

LeRoy & Eva

JOHN A. BARD—4210 Lupine Dr, Mount Vernon, WA 98273

Cleve, Sorry I'm late this year. I guess I was mesmerized by the falling price of UAL stock while watching Jim, Steve's Rono play their fiddles.

Now, with Rono in Charge of the "recovery" and everyone pulling in the same direction, we should have everyone with a contract up to industry standard before we go to Chapter 11.

I love to see cool heads in a crisis.

Thanks for the great job by all the volunteers. *Jack*

RAY BOWMAN—6645 S. Apache Dr, Littleton, CO 80120 ray77@fgn.net

Cleve: You did a bad thing. You mentioned that you'd like to hear about travels. He goes.

We left Littleton Colorado on the 26th of June, and didn't return till the 28th of July. Drove to Alaska, and for those who have done it, know that those few days were too few. There were six of us from the neighborhood, and when we got home, we were still friends!

We hurried through Wyoming, and Montana, and the lower part of Alberta. Spent a couple of days at Edmonton. Then on to Alaska Highway. We stopped in Dawson Creek, the start of the highway, for an evening, and the requisite photos. As we drove on, one of our favorite places was Teslin, BC. Just up the highway, we stopped for breakfast at Mukluk Annie's and had a great blueberry pancake.

One of our favorite campgrounds was in Fairbanks. Chena Marina Campground. It is on a lake, which is a home base to several floatplanes. We could watch them all day. I am

the only pilot in the group, but everyone would jump up as a plane's motor would roar for take-off. We tried to look at the scenery, but all those trees, and rocks got in the way of our sight seeing. Sometimes the lakes impeded our view too. Drove the motor home up the haul road (Dalton highway) as far as the Arctic Circle. Road was very good. Communicated with the truckers all the way. A couple of the drivers were talking about having to get their tire chains on to get over the pass. And this was the 5th of July.

If you are thinking about driving to Alaska, we would only say DO IT!! Great people, way too much food, and lots of fun.

A RCMP officer stopped and joined us at "happy hour" one evening, and he was showing us his bear spray. A 9MM with a 15 round clip!! His bear spray was lots better than ours. Actually, we wanted that for the mosquitos in a couple of places.

Ray

KENNETH J. BREITSCHOPF—841 Maddona Way, Los Altos, CA 94024

Ooops-- Someone wrote "as the days linger on" that's a lot of smoke. The days go like h-l. Sorry I'm late getting the mail money to you.

All is well with us--still beating our way around the golf courses and having to bear up under Marian still beating me.

Good wishes to all and especially the remaining Tracy Aces. *Ken*

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

Cleve, I'll always be glad to be able to send my birthday check. This is 70' and family and friends have a big party planned.

Ten years of sun and fun here in South Florida - no wonder the time has flown by so fast.

BUD CLOVEN, JR—11015 W. Chino Dr, Sun City, AZ 85373 '93 SEA-HNL

Hi Cleve, Just a day late this year, but not a dollar short, yet.

We are still enjoying the sun here in Phoenix in the winter and Leavenworth, WA in the summer.

Going to join the hi tech world next week with a new titanium hip joint. Should be a breeze....

So long till next year. *Bud*

RICH COOPER—4392 Grove St, Sonoma, CA 95476
Hello Cleve, Thanks to you and all the crew for all the work keeping the news and the mail flowing.

The years slip by ever so quickly. The events of the past year have impacted all of us and left no doubt that the struggle against poverty, evil, and twisted minds will not end soon. The cutback at UAL has put both of my youngsters out of a job and back living at home, for the moment at least. On the bright side, neither has a mortgage or a family to feed. The past couple years have been spent in some substantial home remodeling and working with the local EAA chapter and their Young Eagles program. Best Regards, *Rich*

THOMAS C. DE LASHMUTT—63567 230th St, Glenwood, IA 51534 ORDFO

Cleve, A little late with my subscription money, sorry, Time goes way to fast, must find something boring to do to slow it down.

Judy and I are really enjoying retirement. We haven't taken any world wide tours , but seem to stay very busy. What with son and two grandsons on one coast, daughter, son-in-law and all of their pets on the other coast, we find enough traveling to satisfy my wander lust.

Thanks to all for the great publication. *Tom & Judy*

GLEN DE VORE—5938 Pearl Ln, Ferndale, WA 98248

Drum roil; Enclosed is my check for 02 mailing and on time!!

I have been known to criticize management, and the Federal Government, especially the IRS, but it appears the Justice Department saved us from UAL management. It is a mystery how the Board of Directors allowed the buyout of US Air to progress to the stage it did, what happened to the controlling ESOP shares being able to veto acquisitions and how they decided to offer \$60 per share for a stock the street thought was worth \$25.

El Lobo cut a fat hog with the ESOP and last year nearly saddled UAL with a \$15 Billion debt! Some analysts blame the poor airline performance on management obsession with the US Air buyout instead of running the airline!

I believe the \$50 Million fee paid to El Lobo because the deal tanked was the last of the great bargains! It appears the hogs will get their feet in

BILL DEPNER—5833 S. Thurlow St, Hinsdale, IL 60521

We all know that the obits in "Gone West" are universally praiseworthy of the deceased. Should such a nice thing happen to me eventually, I want to rebut it while I can.

A toast to those co-pilots who may have wondered how I ever got even a Commercial license. Thanks fellows for taking care of me.

A toast to those who may have thought that I did a passable job, even under trying circumstances. Thanks.

A toast to all those who helped me to keep my job, some known, some unknown. Thanks and appreciation.

Three times I have flown dead heats with squall lines crossing the other end of the runway while I was landing at the other end. Luck I say, rather than exquisite timing.

But those are other stories. Check to Cleve Spring. Recently I had my eyes checked in the morning, hearing in the afternoon, and a day later, my teeth. Nothing wrong, I was just trying to find my worth in the used parts market. *Bill*

FRED H. DWYER—747 Adobe Dr, Santa Rosa, CA 95404

Dear Cleve: Betty and I had a party in January celebrating my 90th birthday and our 60th wedding anniversary. I am making no long-range plans.

Best regards to all. *Fred*

FRED AND NAN EULER—1107 Golf Club Dr, Laughlin, NV 89029 euler36@aol.com

Dear Cleve, I have an address change. Regretfully, we sold our place on Isle of Man, UK. In September we moved to a house on the Colorado River south of Laughlin, Nevada. We will spend summers in Santa Barbara, California (our second home). The move was necessitated by Nan's elderly ailing mother. The UK was just too far away.

The six years of retirement have whizzed by with golf and traveling to keep us busy.

We enjoy RUPANEWS every month. It's great to keep up to date on the happenings of our colleagues and the articles regarding the pension plan and health care are much appreciated.

Thanks for the fine efforts of all involved. *Fred*

RAYMOND L. FOREBACK—1620 Barkwood Dr, Orefield, PA 18069 JFKFO

Carolyn and I still in PA, starting forth year in retirement and don't know where the time went. Bought a lake house forty miles west of Allentown, and it is a real fixer upper. Enjoy working with my hands again.

My best to all and may God bless UAL and the good old USA. *Raycforeback@aol.com*

CLAY GOLDEN—5393 Azalea Dr, Grants Pass, OR LAX, SFO

Gentlemen of the highest order, which certainly includes all the officers and Folders and Stuffers of this unique publication.

Another year and the need for a new inventive development; way to experience and enjoy all we do in each year while getting younger vs. the alternative, I know there are lots of ideas out there. None of mine have worked but one of you must be on the right track. As I Read many of your memories of past events, I always think of many I would like to relate, but alas, I lived a very sedentary life on the line so I would appreciate some of the more explosive of you men relating some of your memorable episodes. Such as: Starvin Marvin Stoley and the experience he had with a fat lady in the blue room pulling up her girdle and leaning against the door as he opened it! Or some of the episodes Willie Anderson had when you could cut up a bit, and he would wow (or mortify) the passenger when boarding, especially the Convairs! Incidentally, I heard from a neighbor, a nurse, who had Willie in surgery to remove some polyps, who related that when his hospital gown was removed on the operating table, a parts tag was neatly tied to his penis that read, (DO NOT REMOVE, THIS IS NOT A POLYP!). Or perhaps some of Jack Hertels high flying antics, such as reporting in over Bakersfield at 35,000 feet In a convair he was ferrying to LAX. Certainly someone with these gentlemen must be able to relate some of the real adventures of the high flying among us. I was with George Gertz when we flew the first 747 into Las Vegas. They had just laid out lead-in lines for a 47 to a newer gate, and when we turned into the gate, the left wing tip hit a tall light pole and we ended up with some wiring dangling from the tip. We were scheduled for a deadhead

flight home. I made it but George missed it, having to write up a report on the Incident. The flight office called me in to ascertain if we had indeed been on the lead-in lines, as they were about to assess George for the damage! I assured them we were, and that the LAS engineers, who laid out the lines, evidently hadn't taken into account that on sharper turns, the 47 rear trucks break and cause a wider turning radius, causing the pole to be inside the radius. I never heard if the engineers were charged with the damage!

There are so many stones out there that some of you can contribute. Please do.

Guess that's about all for this year. We went on an Eastern Med. cruise before 9-11, and were pleased with 1st Class, S/A, as well as a later trip to France to play golf with German friends, after 9/11, also 1st Class, S/A. Were on the road in U.S. for 10+ weeks in motor home, golf and sightseeing. Incidentally, for those golfers who travel in U.S. and Canada look into Golf Card. A great deal on several hundred golf courses.

Enclosed check #15 if I'm not mistaken! Tempos fugits! *Clay*

THOMAS J. GRAHAM, 10901 SE Fraser, Port Orchard, WA.98167

marg@budsters.com

Oops, overshot again - not the runway, the birthday. So, I'm sending some 'catch-up' to Cleve. Can't tell you how much I enjoy RUPA NEWS. It is very satisfying reading. Encourage the 'Likkers & Stikkers' to press on.

I'm well past the midpoint of the eighties. My wife is pushing hard to catch up with me. I still knock down trees and cut firewood for next winter, climb up ladders and clean gutters, and adjust my old fashioned TV antenna. I'm too chintzy to buy cable. But as I get older I'm missing more and more revising manuals, hood checks, and enroute checks by Frank Crismon.

We are both thankful for good health, good rest, and for living in the greatest land on this green earth, especially since the last national election!!

Regards to all, *Tommy*

JOSEPH E. HALL—PO Box 65072, Port Ludlow, WA 98362

Cleve, Sorry I'm really late this time with the postage. Our daughter, Karen, woke us up calling

from Sydney on 9/11 and told us to turn on the TV, then mentioned by the way she had a brain tumor. Fortunately, we managed to get on a flight in time to get there for the operation. She has completed radiotherapy and 3 out of 6 scheduled series of chemo, and is showing some improvement. We are leaving shortly to go back again. Sincerely, *Joe & June*

JIM HANNAH— 3244 Biz Point Rd., Anacortes, WA 98221 jimhannah1@attbi.com

Hi Jock: I got an e-mail the other day that seemed to sum up things pretty well. It suggested: "Life is a lot like a roll of toilet paper. The closer you get to the end, the faster it goes."

In any case, another year has zipped off the roll. It's been pretty routine for me. I've been incredibly fortunate health wise, with just a couple of small problems that didn't amount to much. I haven't traveled too much aside from a couple of weeks in windy old Maui in October. Aside from that I've stuck pretty close to the Northwest.

The news regarding the airline industry in general, and UAL in particular is pretty depressing of late. One sure hopes that they get their act together before it's too late. Somehow, I can't help but think that W.A. Patterson and Eddie Carlson are doing slow rolls in their graves.

On that cheerful note, I'll close for another year with best wishes to all, and particular thanks to those who keep the newsletter coming. To paraphrase the old saying, "The check to Cleve is in the mail. Regards, *Jim*

DAVID M. HENDRY—93 Rhododendron Rd, Fitzwilliam, NH 03447

Dear Cleve, I think I'm a year overdue but here is a check that should bring me up-to-date.

Life goes well on this end. I'm spending more and more time at our beach place on the Queensland Coast, south of Brisbane. Just returned from a wonderful scuba trip in Thailand.

Thanks for all the great work you guys do in getting out the news. It's a "must read" every time it comes. All best wishes, *Dave*

B.P "BOB" HUSKEY— 100 Arbor Ln, Hendersonville, NC 28791 bhuskey@bigfoot.com
Approaching six wonderful years of retirement. If I

had known it was this good, I would have retired earlier. We are not doing any thing special except watching our grand children grow as good citizens. That is a plus with all the bad things happening to kids and the bad influences from our so-called leaders the last few years. Thank goodness we seem to have an honorable resident in our white House now. All of us send our prayers and hopes to those of our group who lost their lives as a result of the criminal acts of the crazies from the mid east. I hope we find them and kill them on the spot. *Bob*

CAL JASSMANN— 7746 E. Laguna Azul Ave. #263, Mesa, AZ. 85208

Jock, note the change of address. This is winter; we sold our home in Boulder, CO and plan on moving to Longmont CO in the spring . Will advise at that time. Eighteen yeas this month. Still flying Comanche 250. Hope I can continue for a few more years. Thanks for all the good work on the newsletter. Bye, *Cal*

PHILIP E. JENSEN—1116 Forest Dr, Elgin, IL 60123 flipdaflyr@aol.com

Dear Cleve, I'm a new kid on the block. Please find the check enclosed. Thanks so much for the early issues of the PUPA News. It was good to see that so many of the great guys I used to fly with are still here, cracking jokes and sharing opinions.

I was blessed with a long career, exciting adventures, great crews and wonderful friends. What more could someone ask for.

Mickey and I will be splitting our time between northern Wisconsin, Elgin, Illinois, and parts unknown. Thanks so much for all your hard work. *Phil*

CARL B. JORDAN—12446 Krone Ave, Pt Charlotte, FL 33981

Here's a photo of me at the age of 18 months, resplendent in helmet, goggles and parachute. (I sure look a lot like Brad Pitt, don't you think?) As it was told to me in later years, Dad would take me along when he'd go barnstorming in his Eaglerock open-cockpit biplane - almost from the day I was born. (He had been barnstorming since 1927.) He would use me as "bait" to try to convince farmers and small-town folks to buy an airplane ride. Dad would chide them by saying, "If it's safe enough for this young baby to fly, it's

sure safe enough for YOU to fly!"

Dad said he thought it was a good gimmick. Mom said that she hated it. I don't exactly remember how I felt about it. But, by the time of this photo, I was already a "seasoned aeroplane passenger." I was obviously destined to become an aviator. I mean, note the requisite crooked smile and straight teeth. (Well, you could if I were smiling - and if I had yet acquired all my teeth!)

This picture was taken in the summer of 1934 - just about the time that my brother, Jim, was getting ready to be born. A year later, Dad began his career with American Airlines. Somewhere, I've got a picture of Jim and me, in the winter of '35 - '36, as we're about to board an American Airlines Curtiss Condor that Dad was flying. (Golly, I've been a pass rider for some 67 years now!) When the DC-3 began to replace Dad's Curtiss Condors and Stinson Trimotors, he declared that it was "the ultimate airliner!" At the time, he couldn't imagine anything more

ingenious or sophisticated than a DC-3. The airlines have sure come a long way since then! After all, Dad, himself, retired out of B-707s. Of course, even today's whiz-bang B-777 will eventually seem as antiquated as that old DC-3, which happens to be the bird in which I began my own airline career. It's impossible to imagine the technology that will take the place of the triple-seven. But, it's certainly going to be remarkable, whatever it is! *Carl*

TIM JOSLIN SR.— P0 Box 54316, Redondo, WA 98054 June,65 - January, 01. DC-6, B720, B737,B727, B767,B757. DCA, SF0, DTW, SF0, SEA, ORB, SEA. timcheriljoslin@yahoo.com
On the first anniversary of my retirement, I thought it \would be best to recognize the men...and women I have worked with during my years with this great company. Yes, in spite of recent events, United Airlines is truly a great company and one we can all be proud of, as employees, either past or present. I dusted off my flight logs and as I turned the pages, the memories came flooding back. Second Officer on DC-6 and B720, First Officer on DC-6, B737, B727 and B767, Captain on B727, and B767/757. I was pretty raw, as a new hire, not having accumulated many flight hours, and I gave some of the Captains that I flew with more gray hairs. My first co-pilot assignment was the DC-6 at

DTW, which was basically, a Capital Airlines base for the Captains and senior First Officers. Somehow I got lucky and didn't have to cross qualify on the Viscount, which would have meant 2 PC's a year! Some of the DTW based Captains I flew with were D.D. Smith, T.Roe, Herb Marks, (Steve) Stephenson, Ray Wilson, Andy Pollock, Jamic Krapf, Jim Mynning, Gordon Yetter, Dick Riedel and Bob Keech (Flight Managers), Don Durey, Terry Clayton, Larry Finney, Tunk Dunning, Dick Hall, Phil Neubig, Charlie Wheaton, Mario DeMitchell, Jim Edelen, Dick Funderburgh, Bill Krause, Otto Ilasse, Dan Stack, Bob Schroeter, Buck Stratton, Jack Rigan, Art Williams, Fred Patterson, Yen Lund, Al Johnston, and Jack Delaney. I was also allowed to torture ORD based Captains from time to time. As a new First Officer, I'm sure some of these Captains would have liked to have been somewhere else, rather than slipping the surly bonds of earth with me. I did, however, pick up a few tidbits of info on these gentlemen. Ray Wilson loved to eat and one time in the Quad Cities Airport restaurant, he ate two pieces of gooseberry pie, before his cheeseburger arrived! Jim Mynning liked to circle his house after takeoff from DTW, before proceeding on to Saginaw. Dick Funderburgh was a prince of a guy to fly with, but I've never seen anyone get as mad as when he pranged one on in the DC-6. Dan Stack was a millionaire by inheritance but one of the stipulations of the will was that he hold a job! He was one of the original investors in Air Wisconsin. Bob Schroeter had started out as a steward with Eastern Airlines and actually survived a crash while in this job. Bob made flying fun and he was one of those Captains you really looked forward to working with. Buck Stratton told the chilling story of a low visibility takeoff in a Viscount, followed by the Captain's ADT failure, leading to a 90-degree bank at low altitude, and getting worse! Buck was the First Officer, his ADI was working correctly, and he lived to tell the story. There was also the Captain, who shall remain nameless, who got in a fistfight with the Second Officer over a girl, on a layover. I was an innocent bystander! Art Williams consistently made the best landings in the DC-6. He would get the airplane flared above the runway and then yell to the Second Officer, 20/20'. This meant to set 20 inches and 2000 RPM on the engines. It worked like a charm! Also, back then,

there was a 24-hour bottle to throttle rule. One Thanksgiving Day, we as a crew, ended up away from home, forced to layover at the Palmer House in Chicago, for about 18 hours. We were feeling sorry for ourselves and the Captain decided that we should all go down to the bar in the lobby, and revive our spirits. The flight attendants joined us and we all ordered the house specialty drink, which we joyously discovered, turned our tongues blue. So for several hours, we sat around sticking our tongues out at each other, and had a good time. In 1968, it became clear that they were going to close the DTW base so in May, I transferred to SFO. Another story, another time. I have taken up too much space with my prattlings and I will continue sometime in the future. Although I should mention names of some of the female pilots I have flown with. Gail Gorsky was the first female pilot hired by United, a former beauty queen, who could tell off-color jokes with the best of them. I ended my career in Seattle working with some outstanding female pilots, namely: Ulrika Wallitner (now a Captain working part-time in the Flight Office), Wendy Newton, Lynne Evans-Sleeper (both she and her husband Bill are now Captains on the B757/B767 in SEA), Cindy Feuerstein (her husband is a test pilot for Boeing), Cecilia Ferguson, Karen Flynn, Kim Weinstein, Wynne Mentink, and Lisa Swift. Since I retired, my hobbies include golf (a good walk spoiled), running, bird watching, and chasing my wife around the house. Not necessarily in that order! Cheril and I moved into a new house located on Puget Sound in Redondo, WA about 3 years ago, and we love it. We have no plans to move anytime soon. So long for now. *Tim*

KAL KALPIN— 145 Belwood Gateway, Los Gatos, CA 95032 408-356-3598
Good news! We can ski for \$10.00 at Homewood now, and it's only \$25.00 at Squaw. Mary keeps getting better, and I keep getting worse. My son Dan is flying for Alaska, so I'm on the bottom of another standby pass list. Fishing is excellent. *Kal*
kalkalpin@aol.com

MARY ANN KELLOGG—6420 Wright St, Arvada, CO 80004
Dear "RUPA" members, My birthday has come

and gone. But time has come to visit a bit and send \$ for 2002. Enjoyed my day and always enjoy reading letters from you all.
I've not flown all year nor have I been out to even pay an annual visit to DENMD.
Have a great 2002. *Kelly*

DONALD F. LAKE—4812 Harbor View Pl, Anacortes, WA 98221 jtstrml@aol.com
Dear Cleve: Year four of retirement and all goes well. Bev and I are planning a 5-month cruise to Alaska again this year and are currently busy preparing for departure on April 1. In the process of buying a T-hanger and will continue searching for that illusive bird (180/85??) in the Fall. Check enclosed for annual dues and coffee breaks. Thanks for all the effort and work put into a great publication. Best Regards, **Don**

LARRY LARSEN— 4245 206 Ave. SE, Sammamish, WA 98075 '65-'96 ORD, SFO, SEA prlarsen1@attbi.com
Hello to all. Six years of retirement now, and still enjoying it. Had a trip planned with Elderhostel to hike in Austria and Italy just as 9/11 came around so we postponed it to this year about the same time.
I had an interesting experience on Veterans Day this year. I was asked to give a 10-minute talk at my grandchildren's elementary school so I practiced my talk and had it all ready to go. The day of the talk I put on my Air Force uniform, couldn't button the buttons, so my 10-minute talk shrunk to 1-½ minutes because that is as long as I could hold my breath and suck in my gut!
Every year since retirement I have been in a Fantasy Football league, and have never won, until this year, but had to provide my own trophy. My surgery of this year was a rotator cuff. I'm going to be coaching my 8-year-old grandson's baseball team, which is coach-pitch, and needed to get my 96 mph fast ball back again. *Larry*

BERNARD LEEWOOD—105 Old Bridge Ln, Chapel Hill, NC 27514
Cleve, 2001 has been a terrible year for the country and our family. Lost my wife to cancer May 24th. Betty and I would have been married 54 years in October 2001.
Hopefully, 2002 will be better. *Lee*

DALE L. LOBSINGER— 5430 Sawmill Road #19, Paradise, CA 95969

Dear Captain Savage, My first action here will be to try and extricate myself from a rather embarrassing situation pertaining to current due structure.

I cannot say for sure just how long ago I had seen the notice such as the one appearing on the right hand bottom of page 21 in the December issue; but for some crazy reason or another I considered it to not be applicable to me! I thought as a Life Member, it was only for “the other guys”! It was not until talking to my good friend, Jo Madden, the other day that she straightened me out. I'm sorry for this, and I consider the change justified. Herewith I trust the enclosed check will again place me in your “good graces”.

Moreover, if you don't mind, I'll take this opportunity to make a comment or two on the material provided by Patrick Palazzolo in the form of Observations by Airline Analyst Holly Hegeman - starting on page 18 of the December issue. (As a retired 38 year employee of UAL), I feel compelled to do this. Now retired 30 years, - - I have known some of the best and worst!

As an over-view I would have to say I personally agree with most everything “Holly” had to say. Moreover, I would strenuously urge every retiree and active employee to make themselves conversant with the observations. Compared with the long and honorable history of the company, as we have known it, Holly's picture reveals a shameful period! At this point a pertinent question: What was the Board of Directors doing at this time? Was anybody listening? And for me - an even more disturbing rumor is now afloat!! The man is fired, and then he is rewarded with \$6.3 million in so called separation pay! That's the rumor!

Can someone please affirm or reliably deny this for me? [*The facts are correct. Management averred that it had a contract with the gentleman, and United always honors its contracts – that must have brought a rueful grimace to many a pilot face. Ed*]

**PAST RUPANEWS IS ON
OUR WEBSITE
www.rupa.org**

WAYNE W. MCINTYRE— 75 Winslow St, Park Forest, IL 60466

Jock, As I begin my 25th year of retirement, I sadly report the loss of my wife of 53 great years. The former Stews who flew for UAL out of Chicago, 1945-48, will remember her as Mary Beattie.

My last year began with cataract surgery on both eyes after nearly flunking the eye test for driver license renewal, even with new glasses. One eye was 20/200. I highly recommend the procedure as now I can read newsprint without glasses, short-wave colors are back and night driving is minus headlamp glare from oncoming cars.

Three and half years since prostrate treatment radiation followed by seeding) my PSA is 0.1. The only real complaint I'm dealing with is a rare disorder, myasthenia gravis, which weakens the muscles and causes tiredness. For that reason I don't use travel passes anymore.

Jock, I hope your medical problems have been overcome. *Wayne*

Annual dues now \$25

WILLIAM E. MOSSOP—1400 Colorado St, Boulder City, NV 89005 '65, SFO, ORD, SFO Hi Cleve, Here is the “check in the mail” exactly on the anniversary of my birth. Everything seems “OK thru” so far; hope to be able to report same this time next year.

I have a computer, but haven't mastered it yet. Email address is: billmossop@aol.com
Warm regards, *Bill*

TIM & BETTE O'DONNELL— Siesta Key, FL 34242 - (tpo2030@aol.com)
Hi Cleve! We're still rolling along on UAL's good old “retirement trail.” This year has been pretty much of a “stand down” for me while my wife, Bette, did the traveling. She was able to get First Class to Chicago for a couple of weeks to spend with her family and attend High School Graduation festivities for two of the grandchildren. After a quick week back home she was off again for a two week trip to England with her daughter and family. Her daughter had accumulated enough flight miles on her previous company business trips to pay the

family.

This trip was the culmination of a lifetime dream for Bette. As a child she had spent untold, after-school hours at her Grandmother's knee entranced by tales of her Grandma's childhood, her English heritage and "homestead." Bette's Great-Grandfather brought his family of thirteen to this country in the 1880's after having a "run-in and falling-out" with English Nobility.

So ingrained on her "someday dream list" were her Grandmother's stories, that when we bought our first PC Bette dove into Family Genealogy with a passion. And this UK trip began to grow as a realizable, someday goal, for Bette where she could go straight to the "archival sources" of her family's ancestry records. And so she did.

Now, guess whose family genealogy is under study. She has traced me back four generations to 1794, when my Great-Great-Grandfather arrived in New York from County Donegal. He made his way to Blair County, PA where he's listed as a "clothier" in an early 1800's Census.

Our other "biggie" of the year was a shoulder replacement for Bette in late October. All has gone well, even with me being the chief cook, bottle washer and housekeeper for a few months. Thank heavens for "at home" health care, though. That was a life saver (no pun intended). The surgeon ruled out golf for six months but he started her back on "putting" this month. Can chipping be far away? So once again I'm able to say, "Life is good." My annual postage check is in the mail and my sincerest thanks to all of you who keep RUPA going and the RUPANEWS coming. Best regards until next year, *Tim*

JOHN PEDRETTI—LAX 1961-1994

Jock: I got my check to Cleve on time—I did not want to expire. I thank you for setting the record straight on the erroneous information in the letter concerning our retirement funds. This letter upset a lot of people and I think the author owes an apology to RUPA, but I am not holding my breath. It amazes me how some people still release the brakes and taxi without a salute or a clearance. Eight years since retirement and I am back flying the 747—400 again—on my computer. The pay is lousy but the hours are good. I hope your health is fine, Jock and I thank you all for the excellent magazine. *John*

ART PETERSON—PO Box 11748, Prescott, AZ 86304

Jock, Just sent my annual check to Cleve. Guess it's still the procedure to write to you too. I actually put my check in the mail on time. My birthday is Feb. 29, was born in 1932, so that makes me 70 years old this year.

Fran and I are still enjoying it here in the High Country of Arizona. Not too much traveling the past few months. We take the RV out once or twice a month, but not too much in the way of pass travel. Did take a couple of short trips on UAL since Sept. Did one strip search out of four legs, so guess not much better can be expected these days.

Enjoy the Newsletter. Keep up the good work. *Art*

GLEN R. PETERSON—1270 Pleasant View, Elgin, IL 60123 ORD SFO 60-94
GlenRPeterson@aol.com

I read Bernie Schwartzman's note about hung up in Yakutat on 9/11. Mary and I were on our way to SEA and Yakutat that morning and were #1 for T/O at ORD when everything came to a stop. We ended up sitting on the ramp for 4 hrs before they found a gate for us. Cell phones ringing all over the cabin with bits and pieces of what was going on in NYC and DCA. Our son, Charlie (727 Captain) was at ORD and was assigned to fly the EXO crash team to Johnstown, PA that afternoon. Strange situation, empty skies (except for the F16's and AF-One). Simple clearance on the return flight, Direct ORD. He, of course, lost his seat on the 27 and is now in school for the 767. Had reservations on Alaska Air SEA-YAK. Even though they were one of first to get back in the air, they were good about refunding my money.

Still flying the C206, especially in the warmer weather. Our airport is 2 miles outside the ORD restricted area so we were able to begin flying much sooner after 9/11 than a lot of people. Will be heading to Arizona shortly for the month of March.

BRISTOWE P. PITTS—PO Box 1238, Captain Cook, HI 96704 bdsppitts@compuserve.com
Jock, on Jan 23rd I received the November issue of the RUPA NEWS. On January 31st, I got the December issue. I guess this is a subtle hint to quit procrastinating and get my letter in, [either that, or live in a more accessible spot. Ed] so here it is on time for a change. Check is in the mail to Cleve.

Beverly and I are half way through the second year of our honeymoon and it gets better all the time. We plan to make it last for a long time. We did a lot of traveling this past year. I won't bore you with the details except to say it covered from Japan to Florida with a lot of stops in between. We are both well and still have all of our original body parts. Best wishes to you and all the staff and staffers. **Bris**

ROBERT POLICH—16146 Seneca Lake Cir, Crest Hill, IL 60435

Jock, First -- honest the check is in the mail -- yesterday's mail to be exact. How can anyone forget.... Had a busy year, here's the highlights: Liz's major cervical fusion surgery in August; first grandchild in May; move in July.

Liz's surgery went very well, including the recovery. She is now doing pool therapy to see how much, if any, permanent nerve damage was done before surgery corrected the problem. She had bone spurs on a vertebra that impinged on the spinal cord, interrupting messages between the brain and her right foot. This resulted in a drop foot condition, and a walk resembling the after effects of a stroke. She's a fighter, and is attacking the therapy with determination.

Our grandchild is the greatest thing since sliced bread! We had no idea he could be so much fun and so rewarding. Having to wait for 9 years probably had a lot to do with it too! We haven't had a baby in the family for 16 years, and the women outnumber the men significantly, so with the addition of a boy at long last, I haven't stopped smiling for the 8 months he's been with us. He is a little miracle.

After living in the same house in Chicago for 25+ years, we moved to a new community in the Plainfield/Romeoville/Joliet area. Having indoor and outdoor pools was one of the attractions, as we knew Liz would benefit greatly from the pool therapy. The new house has no stairs too which helps. All the people we've met are easy to get along with, and with all the activities, you are bored only if you let yourself do nothing.

Managed only 3 trips to N.C. to our "home away from home". Had good experiences with the traveling and enjoyed the escapes down there. Keep up the good work, and keep the news coming! **Bob**

RRICHARD P. RUSSELL (Dick)—Daytona Beach, FL - 5 5-90 - DCA-NYC-LAX-SFO-LAX
Dear Jock: Today is my birthday and thirteen years ago today, I was the first line pilot to be rated in the B-747-400. I flew the plane only once on a training flight from San Francisco to Moses Lake then went back to finish up on the "rope-start."

I don't understand many of your RUPA cartoons but that may be my problem. It is obvious that I am out of touch with the times including the current generation of retiring pilots. Everything has to be politically correct. Even the Confederate Air Force has become the *Commemorative Air Force*.

While I don't recognize many names in the list of new retirees, it is interesting to see what each one chooses to do with his or her new life and most seem to be enjoying themselves. It is good to see the notes from the old-timers, too, since I *are* one! I am appalled at the harassment that is being perpetrated on our active pilots at the security screening areas of the airport. I don't remember of any pilot hijacking an airplane but the screeners seem to take great pleasure in making pilots jump through the hoops by patting down and fondling them and making them remove various pieces of clothing in public, as if they are common criminals. It must make a great impression on the passengers to see their pilot in a "spread eagle" pose to satisfy some illegal alien screener!

It is difficult for me to understand why the pilot group allows such nonsense to continue with only token resistance. I, also fail to understand why the air lines as well as ALPA has been so silent when they should be taking the lead in eliminating such harassment. All aviation was halted on September 11 and perhaps it is time that pilots express themselves by shutting it down again to make it plain that they have had enough. Perhaps my thinking is warped and this process is just politically correct!

[Dick the time for any concerted action has long passed. It passed when ALPA national swallowed drug testing for pilots while allowing the denizens of Foggy Bottom to drink their lunch. Drug testing is merely another means of work force harassment, and as such, is heartily approved by corporate America .Ed] If ane is interested, I continue to do a

considerable amount of formation flying in the T-34. My attempt to cut down the pace of 20+ air shows per year has been futile and the demand for this kind of activity seems to be increasing! Various veteran groups also request flyovers for special events and it is difficult to refuse such calls. Our Florida chapter of the Commemorative Air Force continues its aircraft restoration projects. The L-17B just about finished and it looks great. We have a lot of work ahead of us to do to make the C-45/SNB Twin Beechcraft into a first class machine. A good bit of my time is being devoted to the planning, fund-raising and construction of a large CAP hangar to be built at DeLand, Florida airport. This will give us a place to work and provide a home for the CAF Florida Wing. Retirement life is great here at the Spruce Creek Fly-In. Wilma and I are enjoying good health, visits to see the grand children, some cruises and both of us play tennis at every opportunity. We also thank you for the RUPA directory. *Dick*

MICHAEL W. THORUP—PO Box 516,
Georgetown, CO 80444

Happy New Year, Been on the road in our R.V. for the past six months. Didn't get much mail forwarded to us while we were away from home. See they've raised the postage rate, so I thought I'd better get a check off to you all. Looking forward to hearing what's going on with my fellow RUPA members and around the system. Take care out there, *Mike*

WALLACE D. TWEDEN—P.O. Box 10686,
Portland, OR 97296

Greetings to all who care: At least I am getting this in the mail in the correct month. Not too bad, considering all the tasks that are running much farther behind. And it only took me two years of retirement to get this far behind. I got tired of puffing my uniform on once a month and going out to sit in the Boeing mockup at PDX, so am doing some part time corporate flying in a Hawker jet. It is mostly short range flying in the western U.S., so have very little rough weather to deal with and no lengthy periods in the seat. That cockpit is damn small, however. I also sling a bag or two now and then. And, of course, bi-weekly manual revisions! It is nice to get to the sun in

LAS, SAN or PSP during the rainy Portland winters.

Gayle still tolerates me and keeps me around, if only for short periods. Her business takes her to Denver for part of every month. The economy is hitting her business pretty hard, so we may soon get to test this relationship with constant companionship.

I was on a weeklong bicycle trip in remote southeastern Oregon during the events of last September. Even though there were several hundred riders on this event, cycling has long solitary periods. Several days of cycling was not a good way for one pilot, with far too much time to think, to contemplate the fate of other pilots and their crew and passengers during those horrific events.

I also spent a week in July with a small group cycling in the Canadian Rockies and did a couple demanding one-day challenges. Will spend a couple of weeks skiing in Europe in February. I am contemplating regular golf, but am not there yet. But, then, it is still winter up here. The very best to all. *Wally*

J. E. MUDDY WATERS—1828 Gleneagles Ln,
Wilmington, NC 28405

To our friends, relatives and old hangar-flying buddies, I'm not sure when we last brought you up to date on Mike and Julie. Last summer, Mike put in his papers to leave active duty on December 31st, after just over nine and a half years of post-academy service. He graduated from the USNA in May 1992! Doesn't seem possible. He probably would have stayed in, but for the six-month cruises that go with his flying job. They'd both had enough of those - two during his 3-year assignment to a squadron at Norfolk NAS.

Anyway, he got approval, but then after September 11th, nobody knew what would happen. Well, when the time came they let him out. He did get a very desirable Reserve slot, doing the same thing that he's done for three years, teaching primary flying at Whiting Field, just north of Pensacola, near Milton, the town in which they live. And he's supposed to make Lt Commander in April or so. Meanwhile, he had routinely put in his application on the websites that are now the method that most airlines use to screen pilot apps, but none of us expected much. He also put in an application for

the JFK School of Government at Harvard. A couple of weeks ago he got a bite from Piedmont Airlines (sound familiar?) which is a USAir feeder but a stand-alone company, and an ALPA airline. So he interviewed at their HQ in Salisbury MD, and a couple of days ago they hired him! Sure, we'd rather see him with a major, but to get hired in the present environment is damn near miraculous. He starts school April first. (No, this is not an April fool joke.) I'm not too much up on the new Piedmont, but I'm learning fast. He will fly the Bombardier (DeHaviland) Dash-8, a high-wing twin-turboprop plane. I think it's the only equipment they fly.

I checked out the company's website, and it's got a more extensive route system than I thought. Take a look: www.piedmont-airlines.com/cgi-bin/cities.htm

They serve Wilmington (Yay!) and Mike thinks that we will get passes on both Piedmont and USAir (Double Yay!). Carita and Ray, tell Vern when you see him!

One piece of really good news is that they have a large pilot base at ORF (that's Norfolk VA for you civilians) and apparently it's pretty easy for a junior pilot to get it. The Florida bases are senior. Mike and Julie still own their house in Chesapeake, and although it is rented it's now on a month-to-month lease. And the airline knows about his reserve job, so that should not be a problem.

So that's the big news. What is it the French say? The more things change the more they stay the same. This coming Thursday it will be 36 years since I started school with United.

Cheers, *Jim & Robin*

H.M. "PLUG" WHITE—63 Linda Isle, Newport Beach, CA. 92660 pluger@adelphia.net

Dear Sir, I originally joined RUPA as a life time member in Oct, 1979, when I first retired. Since my wife, Evie couldn't stand me full time, and United reluctantly agree to take me back; I went back to work and became inactive in RUPA by not writing any letters. On October 2001, United did not say I was the "WEAKEST LINK", they just said "GOODBY".

Would you please put me on the mailing list? Plug SFOFO 10/5/42

JAMES W. WRIGHT—65 Jensen St. East Brunswick, NJ 08816 DCA-EWR-JFK 51/85

Dear Jock, It has been a sad year for many reasons. Lets hope that this year will be a lot better and UAL will be on the road to recovery.

We did not do much this year. We had a good sailing season. Our health is the same. I reached the big 80 this January; I never thought I would live longer than my parents. I was sorry to lose a good friend, Will Lambert, this past year. We appreciate the good work you do in the RUPANEWS keeping us informed and together in these troubled times. A check for postage was sent to Cleve and a donation to the UAL Retired Pilots Foundation, Inc.

JOE A. ZAHNISER—300 Empire Trail, Warner Robins, GA 31088 1941-1981 BU SA LG CG ORD IAD

Just over 60 years ago, I quit Boeing School of Aeronautics (ran out of money) at Alameda (Oakland Airport) and was hired as a Dispatch Clerk at Burbank. BU was THE airport for LAX (Mills Field was under construction). Movie stars, businessmen, travelers of all kinds came thru Burbank, and United had a large presence there - mostly North-South from BU.

My boss was Harvey Beery, Chief Dispatcher, and the Chief Pilot there was Bob Bergensen. One day Bob asked me if I wanted to observe on a local check ride. I did, and while aloft, with me standing nonchalantly just behind the pilots, they put the DC-3 into a stall, and I was literally floored - and scared to death. But, what a privilege and treat for a young new-hire to get such a ride. (Did they really require a stall on the check-rides on the DC-3 - or am I just dreaming that?)

Other memories of my first airline job at BU include the day that Ham Lee flew with his son, Bob, as his co-pilot - The first father-son flight crew in airline history. Charlie Wrightson was our Station Manager. I worked with Dispatchers Grant, Delaney, Gebhart and Hobbs. Harvey Beery was a wonderful boss -especially for a young greenhorn alone on the west coast.

And, I never forget Jimmy Ritter, bustling around the ramp doing several jobs at once. During my forty years with United, I was grateful for a job, and felt I owed the company my allegiance. A good company to work for. It seems many attitudes have changed to: The company owes me, in everything. Sad! Thanks for all your work. *Joe Z.*

CAPT. VAN TUYL, 95, UAL retired, is in Hospice LaGrange GA. He is the second oldest living pilot on the UAL pilot list and has returned to Georgia with his 88-year-old wife. I visited him today after being notified by the hospice staff. He has failing eye sight but was very alert and we reminisced about when he got his Naval Aviator wings (1930) and was a class mate of our own Capt. Charlie Dolson and flew in WWII with Capt. Stew Hopkins. I would appreciate any of our pilots that have a connection to anybody over in the United pilot group to give them his address. They have no children and I'm sure they would appreciate any cards and letters from the United Pilots.

Address: Capt. Russell VanTuyl, Vernon Woods Retirement Community, Apt. 113, LaGrange, Ga. 30240.
Phone-706-880-7012

A PRAYER

"Lord, Thou knowest better than I know myself that I am growing older and will some day be old. Keep me from the fatal habit or thinking I must say something on every subject and on every occasion. Release me from craving to try to straighten out everybody's affairs. Make me thoughtful but not moody; helpful but not bossy. With my vast store of wisdom, it seems a pity not to use it all but Thou knowest, Lord, that I want a few friends at the end. Keep my mind free from the recital of endless details give me wings to get to the point. Seal my lips on my aches and pains. They are increasing, and love of rehearsing them is becoming sweeter as the years go by. I dare not ask for grace enough to enjoy the tales of others, but help me to endure them with patience. I dare not ask for improved memory, but a growing humility and a lessening cocksureness when my memory seems to clash with the memories of others. Teach me the glorious lesson that occasionally I may be mistaken. Keep me reasonably sweet, I do not want to be a saint - some of them are so hard to live with - but a sour old person is one of the crowning works of the devil. Give me the ability to see good things in unexpected places and talents in unexpected people. Give me the grace to tell them so. Amen"

IN MEMORIAM

WILLIAM R. "Bill" BARTEL

Bill Bartel came into this world on Christmas Eve, 1938. He grew up in Dinuba California with his parents Bill and Pauline Bartel and his sister Thelma. He attended Immanuel Academy in Reedley California and continued to Reedley College and UCLA where he graduated with a degree in Economics.

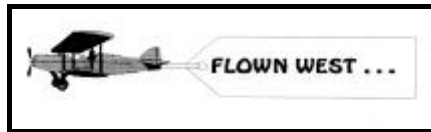
Bill served his country in the California Air National Guard. This sparked his desire to learn to fly airplanes. With 200 hours of flying under his belt Bill approached United Airlines and informed them that their prayers had been answered because he had decided to come work for them. This was the beginning of a long and wonderful career as a Pilot for United Airlines.

During this career Bill flew the following aircraft: Caravelle, DC-8, B-737, DC-10, B-727, B-767, B-757, B-747-200 and B-747-400

On December 18, 1998 Bill entered retirement as he flew his final flight as a B-747-400 Captain from Chicago to San Francisco. On the flight he was surrounded by his family and lots of good cheer. The flight concluded with a perfect landing and water canon salute at San Francisco International.

Bill retired with a full agenda. He was involved with the Millbrae Lions Club, Retired United Pilots Association and the Golden Gate Railway Museum. In the Millbrae Lions Club he held the office of Tail Twister, Bulletin Editor and Director. He was also the president of the Retired United Pilots Association. He rarely had a dull moment in his life.

Bill also loved to travel. As a pilot he flew throughout the United States and overseas including Japan, China, Thailand, The Philippines, Taiwan, Korea and India. With his wife Lynette he made trips to Europe and Asia. In the last year the two traveled "round the world" to visit Hong Kong, India and the Taj Mahal and London. He also traveled to Scotland with his friends from RUPA for boat trip on Loch Ness. As recently as February 7th, 2002 he traveled to Paris, France to visit his wife who was traveling for business. Bill led a very full life and had often commented that he had never been happier than in the past couple of years. He died suddenly on February 19, 2002.



THE RETIRED UNITED PILOTS ASSOCIATION

"The purpose of this organization is to enhance the welfare of and to maintain the friendships and associations of its members."

It is with great sorrow we report a fatal heart attack has caused the
unexpected death of our president,

Captain William R. Bartel



December 24, 1938 - February 19, 2002

A Memorial Service will be held at 1:00pm, Saturday, February 23, 2002

at Chapel of the Highlands, El Camino Real at Millwood Drive, Millbrae, California.



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 Thu. 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
3rd 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

Deadline: March 25, 2002

Mailing: April 3, 2002



PERIODICALS

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