



RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 4

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April, 2002



Nathan G. Galloway

TRAVEL AIR 5000
1928 - 1929

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RUPANEWS

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| | | | |
|---------------------------------------|--------------------------|------------------------------------|--------------------------|
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PRESIDENTS MESSAGE

I attended the council 34 Hail & Farewell party on Saturday, March 9th at the San Francisco Airport Westin Hotel. Thirty-six of the retirees attended the party in their honor, out of the one hundred eleven pilots that retired from the San Francisco domicile last year. Caroline Hoffman, a long time secretary in the flight office, was also honored right along with the pilots. A total of two hundred fifty guests were in attendance to see the celebrants off properly into retirement. Nole Kane and myself represented RUPA along with our wife's. There were also a number of other RUPA members in attendance. Captain Ray Wadell handled the master of ceremonies job like a pro. Captain Dan Ashby, Council 34 chairman handed out the retirement plaques to all recipients. As you can surmise, a great time was had by all.

The Panama Canal Cruise is filling up quite nicely. As of this writing, 48 cabins have been booked by fellow Ruparians with two or three bookings a day going into the office. It looks like we should have well over one hundred members in attendance. There are still cabins available at this time. However, the ship is filling up surprisingly fast so far in advance of the sailing date. I would encourage you to place your reservations as soon as you read this if you are at all interested in joining us.

Several members have contacted me with questions about TRICARE for Life. I know very little about this plan. It is a supplemental insurance coverage for retired military personal. If you drop United supplemental insurance in favor of TRICARE you will not be allowed to return to United coverage. For more information call the Retiree Service Center at 1-888-825-0188.

Finally, as you know, the RUPA directory is only published once a year. It is difficult to keep all the address and phone numbers up to date. You will find the most up to date information along these lines on the second page of your latest RUPANEWS for all officers and committee chairmen. Fraternally, *Rich*

CHICAGO AREA LUNCH Bernie Sterner

On February 6, 2002 our Chicago Rupa group met at the Itasca C.C. for our quarterly luncheon. We had a turnout of 61 people with a lot of catching up on old times and good conversation. We had a guest speaker, a Flight Manager from ORDFO, Shell Storer, who brought us up to date on furloughs and the financial condition of UAL. We greatly appreciated his comments. Our MC, Milt Jensen, kept us well entertained and kept our total program on schedule.

In attendance:

| | | |
|-----------------------------|-------------------|-------------------------------|
| Don & Joan Anderson | Bruce Green | Jim & Jan Noble |
| Jim & Lonnie Bone | Lou & Mary Gust | Bob Olsen |
| Bob Bos | Joe Hart | John Organtini |
| Ted & Dolores Bochnairz | Fred Hodge | Ray Potsic |
| Louise Bernier | Bill Irwin | Jim Richardson |
| Tom Boyle | Bob Johnson | David Runyan |
| Ernie & Lorraine Burmeister | Milt & ma Jensen | Bud & Geralyn Salberg |
| Al Cicora | Vicky Keith | Ray Stadalsky |
| Norm Clemetsen | Bob Leonard | Tom Stowe |
| Bill & Bert Depner | John LeRoy | John Schwezeinger-Joan Carron |
| Dale & Pam Dopkins | Bill & Ceil Myers | Bernie & Rachel Sterner |
| Tom Fasiang | Kay McMurray | Ed & Lorene Stickels |
| Dick Kuhn-Mary Beth Weber | Carol Moore | Sid Tieman |
| Don & Joyce Fett | Steen Munter | John Wade |
| George Foxe | Claude Nickell | Shell Storer |

SAN DIEGO CO. RUPA LUNCHEON

Our San Diego County group met for lunch on Tuesday, the 5th of March at Quails Inn. There was good conversation and good time had by all. In attendance were Terry Rogers, Dale Elliot, Don Trunick, Roy Holmes, Bob Collins, Bob Sarnie, Bill Pauling and his bride Evelyn (celebrating their 3 week wedding anniversary), and me *Hugh Wilson*

**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—Travelair 5000

National Air Transport, an early member of the "United" airlines, brought the rugged TRAVELAIR to their minimal fleet in 1927. NAT. a prime mail carrier used the "5000" to add passenger revenue to its Mid-West hops.

In the first year of service, the three-to-five place TRAVELAIRS carried a total of 1560 passengers, adding handsomely to the profitability of the fledgling airline.

The "5000", designed by Clyde Cessna, made aviation history by winning the famous (or infamous) "DOLE DERBY" in 1927 The "WOOLAROC" (the name, by the way, stood for WOODS, LAKES and ROCKS on the Oklahoma ranch of sponsor Walter Phillips) made the San Francisco-Honolulu flight in just 26 hours and 17 minutes, winning the \$25,000 First Prize. Only two of the original eight aircraft completed the trans-Pacific flight. Pilot of the "WOOLAROC" was famed aviator Art Goebel with Navy Lt. Bill Davis as co-pilot.

The MA/5000, although used commercially by NAT, never did qualify for an Approved Type Certificate (ATC). It received the lesser Memo Approval 2-27 in 1929.

A champion in a long line of TRAVELAIRS, the "5000" lives today only in black and white photographs and the accompanying four color illustration by artist Nixon Galloway.

Technical Data:

Type: Passenger. mail express: Accommodation: 3-5 passengers plus pilot

Power Plant: 1-J-5 Wright engine, 220 HP @ 1800 rpm: Cruising Speed, 102 mph

Range: 560 miles, Price: About \$12,000 Quantity Built: 14

CRUZ'n the "CANAL!!"

FORT LAUDERDALE HOTEL HELP

Arrangements have been made for a hotel in FTL for the convenience of the RUPA cruisers. Accommodations will be difficult as there is a boat show in town. With that in mind, our ever diligent RUPA Cruise Director, Capt. Joe Ferrie, has blocked some rooms so that people will have a room if they can't find one on their own. Of course this option is expensive because the hotel expects to sell out the hotel for that period.

The prices are: October 29th 10 rooms @ \$129 ea.
 October 30th 30 rooms @ \$129 ea.
 November 9th 10 rooms @ \$119 ea.

RESERVATIONS MUST BE MADE BY SEPTEMBER 20, 2002. Book early, as rooms at this rate ARE limited!! After September 20, the blocked rooms will be released to the hotel to avoid RUPA having to "buy" them!!

YOU MUST CALL YOURSELF. CALL SHERATON: 800-325-3535. The Hotel is the Sheraton Airport, FTL, and mention RUPA to get the agreed rate.

The hotel shuttles to the airport, and the Holland Cruise Line bus can be met there. The alternative to the pier are taxis at \$20 (estimated) for the two mile ride.

THESE ARE THE LATEST FARES WE HAVE

All are quoted "Per Person:"

Inside Cabins:

Category N: \$1239. Dolphin Deck
Category M: \$1279. Dolphin Deck
Category L: \$1319. Main Deck
Category K: \$1359. Main Deck
Category J: \$1399. Main Deck and Promenade Deck
Category I: \$1429. Main Deck, Promenade Deck and Verandah Deck
Category I Promenade deck cabins are outside with fully obstructed views

Outside Cabins:

Category B: \$1499. Dolphin Deck forward
Category G: \$1539. Main Deck forward
Category F: \$1579. Dolphin Deck forward and aft
Category F: \$1609. Dolphin Deck forward and aft
Category E: \$1639. Main Deck forward and aft
Category D: \$1669. Main Deck midship and Promenade Deck
Category C: \$1699. (These are Promenade Deck cabins)

Outside Cabin with Verandahs:

Verandah Deck
Category B: \$2059. Verandah Deck forward and aft
Category A: \$2189. Verandah Deck midship

Navigation Deck: Suite \$3399.

Prices include: \$347 port charges, taxes, particularly the high Panama Canal tax.

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" \$1,239 PP

_____ Outside Cabin Category "H" \$1,499 PP

_____ Outside cabin with Balcony Category B \$2,059 PP

Prices are being negotiated and may be less than listed.

(Updated Prices are on Page 5. Prices quoted do include \$347 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*

DANA POINT RUPA LUNCHEON

Dana Point RUPA Luncheon was held Tuesday March 16, 2002 at the Wind and Sea Restaurant. Weather cooperated and our group was able to enjoy the views of boats birds and other wildlife here in the Harbor. Food was good too!

Present were Carlos Bernhard, Park Ames, Tony Testa, & friend Dick Ramirez, Ted Simmons, Joe Udovch, John Grant, Bill Rollins, Jim Keeshen and Wally Amling.

Carlos brought up the Chino Planes of Fame Air show, which is coming up May 18, and 19. Will try to attend this year. John Grand spoke of his trip to the South Island of New Zealand. He particularly enjoyed the North end of the island around Nelson. Prices are good with motel readily available at a bargain price.. (\$1 to \$2.2Nz helps even more.)

Dick Ramirez, Tony's friend is from Alamosa, Colorado. Yes there really are folks that live in the area of the VOR. Dick's family goes back to the Spanish land grants in the San Luis Valley. He went on to Denver University and into Navy Radio School. Later he went to work with Boeing as an engineer specializing in-flight-testing of avionics. He worked with Tex Johnson on the KC 135 and later the 707.

Skynet.<https://united.intranet.ual.com> Sure is a great place to list for Stand by. Both for the companion passes and retired folks.

For Golfers: Golf is good for the soul. You can get so mad at yourself you forget to hate your enemies. So said Will Rogers. Next Lunch April 16, 2002. All the best. *Ted Simmons*

GOLD COAST LUNCHEON

South Florida's members met at the Flaming Pit on March 14th, the next to our last meeting this spring. We hope everyone will make a special effort to attend for the final one on April 11th. Then we all go our ways for the summer. Ham Wilson told me he would not attend anymore if I mentioned him in this letter, so I won't. I did want to say something about his vehicle though. In the parking lot at the restaurant, it looks like a high rise in a residential neighborhood. I'm sure it can be seen from the moon. Someone told me something that I couldn't believe so I went out and checked. They were in deed correct. It was the only truck in the parking lot with Alaska license plates. Wouldn't have thought it.

In attendance this Thursday were Jimmy Carter, Stan Blaschke, Ed Wheeler, Hank Fischer, Peter Gallant, Ham Wilson, Terry Lewis, Paul Livingway, J.T. Palmer, Earl Harned, Ned Rankin, Jerry Bradley, Bob Lang, Ed Cleary, Ham Oldham, Dick Bodner and Dick Wiley.

Our next meeting is April 11th, as I said. Same place, The Flaming Pit Restaurant, in Pompano Beach. Same time, 11:30 AM. Questions, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. Hope to see you there. Jerry Bradley for Stan and Jimmy

TREASURE COAST LUNCH--MARCH

Jock, Tuesday, March 12th, was the date of the latest RUPA luncheon for the Treasure Coast Sunbirds. We continue to enjoy the surroundings at Miles Grant Country club in Stuart, FL.

Our get-togethers usually start with most of the members meeting in the bar at about 11:30. Lunch is supposed to start at noon. Lately, though, we are not even in the dining room till 12:15 or so. I suggested maybe we could start at 11:00 to have more time for "socializing". Percy Wood said with a hint of sarcasm "Why don't we just show up for breakfast?"

Even though the price of the lunch has gone up a little lately, it's still a darn good buffet.

There were seventeen old faces present and one new face. Murray Warren showed up with Ray Cicola in tow.

Ray is trying out the West Palm Beach area for the winter. He retired off the "Triple 7" last august. Most of the former New York based pilots had flown with him and hope to see him around some more.

The rest of the gang attending were: Don Onofrio, Ted Osinski, Don Jefferson, Percy Wood, Bob Schaet, Jack Boiseau, Clark Luther, Bill Northup, Clay Grant, Dick Baese, Bill Cole, Jim Dowd, Sid Sigwald, Rudy Pekrul, and our host, Dave Arey.

Our April luncheon will be delayed one week until the third Tuesday, the 16th. This is to prevent a conflict with the airshow at Lakeland, FL ("Sun and Fun"). Also the April luncheon will be "Ladies Day". ***All ladies are invited and all ladies dine free of charge! Bob Schaet***

NORTH COASTERS LUNCH

Today was the first day of spring and after a very mild winter with little snow - it snowed! The gloomy day and wet snow didn't keep eight of our hearty members away from the warmth and hospitality of the 'crazies' and T.J's. Since our Fearless Leader and Grand Poobah, Dick Orr, is away from the 'harsh' Cleveland weather, I was assigned the keeper of the minutes. Since our regular Super Scribe, and resident author, Don Karaiskos, is always away in the Valley of the Sun at this time of year. Those gathered around the table today were: Rick Ogden, Ken Wheeler, Dick Sanders, Rich McMakin, Bob and Eliz Olsen and my wife, Barb and me. Several good stories were heard and some off the cuff jokes - and one story read by Dick Sanders from the IFR Magazine, works so much better than trying to remember it, huh Dick! Even our 'Miss Vickie' got into it and relayed a joke from the kitchen! Ken Wheeler wanted us to know that there is a "Barbershop Time Machine" performance with several nationally known quartets, and of course Ken's group, appearing at the Zanesville HS Saturday April 27, 2002 at 7:30 pm. He also had a flyer about a "Round & Square Dance" April 13, 2002 from 7:30 to 10:00 at the Senior Service Center in Zanesville. Our leader is due to return next month - but I'm not sure when our 'real' scribe will return. NETMA. Next lunch is April 18, 2002 same time and place, always co-ed, call Dick Orr or me for a ride if you fly in. For all the Crazies, *Ed Griffith*.

Before we left, Rich McMakin reminded us that there will be a **Mid-Summer's Do** for the **"RUPA & the Cleveland Crazies"** at his & Carol's home, 24926 Nobottom Rd, Olmsted Township, OH 44138, June 22, 2002. It will start at approximately 4:00pm and finish when it is finished!! They ask that you bring a dish to share and any condiments, which might be appropriate. Although an emergency supply of basics will be available, and please bring your own beverage selection. RSVP to Carol or Rich at 440-235-7595 or rmc makin@apk.net. **DIRECTIONS:** From I-77 or I-71 go west on I-480 and then...From I-80 to I-71 North to I-480 West and then On I-480 to Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be there, and transportation will be provided to and from the party site (about three blocks).

PHOENIX ROADRUNNERS

The Phoenix Roadrunners met for lunch at the Lakes Club in Sun City on Fri. March 8th.2002. Our Guest Speaker Sergei Sikorsky had three generation's of his family with us. So nice to meet his granddaughter Valerie, & her father Sergei, Jr., with friend Joya. His slide presentation on the life of his father Igor Sikorsky got a standing ovation. We prevailed on Sergei to give us his life story in Aviation. Very interesting, hope to hear more later. Thank you very much Sergei you are most welcome to come join us any time.

Now for the sad part of our day. We had a moment of silence in Memory of our RUPA President Bill Bartel and Helen Wright (Ralph's wife) who have both Flown West. We will most certainly miss Helen at our meeting's who always came with smiling face.

Our next Luncheon will be Friday April 12 at Le Sans Souci, French Restaurant, 7030 El. Bella Vista Drive, Cave Creek, AZ. Please phone 480-948-1612, or E-Mail, fbourgeois@earthlink.net.

We will have one of our Local Pilot's, Bill Dutton, entertain us with his Magic Skills. Think you will ENJOY. SEND US RAIN PLEASE! *Frenchy & Millie*

Those Attending:

Betty Bergbower
Frenchy & Millie Bourgeois
Mac & Betty Bleser
Ginny Coleman
Dick & Sue Daniels
Don & Jan Eiken
Penny Grady
Mel Hofer

Betty Johnson
Martin & Mary Johnson
(Phil's Son & Wife)
Ruth & Ralph Johnson
Ken & P.J. Killmon
J.O. & Arlene Martin
Ed. & Phyliss Nelson
John & Shirley Prestegaard

Glen & Mary Peterson
Roy & Lois Scroogs
Jim & Nancy Staib
David & Sheryl Swanbeck
Bob Steeneck
Joe & Gladys Wallace
Connie Rinkoff (Grady's Guest)
Don & Joan Toeppen

SEATTLE GOONEY BIRDS

The Seattle Gooney Birds held their monthly luncheon at the SeaTac Marriott on 2-21-02. A few jokes were told, and a good time was had by all. Jim Chilton announced that Dick Anderson was recently honored by his Alma Mater, the U of W, on his 50th graduation anniversary.

In Attendance : Bill Brett, Bill Stoneman, Chuck Westpfahl, Gerry Pryde, Fred Sindlinger, Bill Records, Les Shea, Jim Chilton, Jack Brown, Bob Berkey, Herb Marks, Don Paffrath, Alan Black, Dick Wiesner, Neil Johnson, Vince Evans, Walt Fallon, Harvey Beery, Dan Jessup, Tom Smith, Ray Hull, Don Anderson, Jeff Roberts, Al Teel, and John Cordell.

LAX LUNCHEON AT BILLINGSLEY'S MARCH 21, 2002

At 1205 after we got to our seats in our private dining room Rex May introduced the guests that attended our luncheon today. An asterisk will follow the guest name.

Rex May, Jack Moore, Ray Engel, Bob Kohler, Dave Kirkendall, Don McDermott, Jim Casteel, Ken Cohagan, Herb Goodrich, Walt Albright, Dave Tank, Barbara Cohagan*, Hilda, Goodrich*, Bob Mosher, Bob Cross, Bob Bell, Ken Williams, Gerry Beyer, Jack Hanson, Shirley Hanson*, Doug Rankin, Carl Rankin*.

Rex May talked of the unexpected death of our President Captain William Bartel and that our RUPA Editor Jock Savage was once again on the sick list. He went on to say this may be the reason some of our recent Los Angeles reports and Birthday letters have not appeared in the RUPA News.

Rex went on to say a contract was signed with the Hacienda Hotel and the buffet lunch on the third Thursday of the even months at the Hacienda Hotel just south of LAX will be \$13.25.

We had two retirees attending our luncheon for the first time. They were Don McDermott and Bob Bell. Also Jim Casteel from the old LAX crew desk was back with us after a long absence.

Shirley Hanson gave us an update on Bob Tyree, who is on the sick list. Then Herb Goodrich talked about the new rules pertaining to the use of companion tickets. One of the main changes is the employee or retiree has to make the reservation not the person using the ticket. This is to cut down on fraud. One example is selling the tickets for a profit. Then Doug Rankin told of meeting Lonny McClung the pilot in command of a Grumman HU-16 Albatross that participated in the London, England to Sydney, Australia air race. It was a 28-day race that started March 11, 2001 and ended April 7, 2001. When the Albatross arrived in Sydney it landed in Sydney Harbor. After the aircraft's stay in Sydney Lonny and the crew of the Albatross flew it Island hopping across the South Pacific thru South and Central America on it's way back to the United States completing a round the world flight. The day before our RUPA luncheon Doug had the opportunity to fly co-pilot for Lonny on a short trip in Southern California.

That's all from Billingsley's here in the San Fernando Valley, till our next Valley luncheon May 16th, however don't wait till then, come to the Hacienda Hotel luncheon on April 18th.

Communications

This statement appears on the Home page of our website: "We are a non-profit organization. It is *prohibited* to use any personal membership data or RUPA information, acquired in any manner, from this Web Site, the RUPANEWS, the RUPA Directory or any RUPA source for commercial purposes." A less specific, but a statement with similar intent is on the inside cover of the Annual RUPA Directory.

Two or three years ago many Ruparians were disturbed to receive solicitation letters from a retired captain's son, promoting himself as a financial guru. He and his father were admonished, and informed that this was not only unprofessional, but contrary to RUPA policy. Well, he/they have surfaced again, posted at least one letter, and the result is that a longtime respected member of RUPA called and very forcefully informed Cleve Spring that he wished to be instantly removed from the RUPA (mailing) list, and to be no longer considered a member of RUPA. A follow up FAX apologized for the "forcefulness" of the phone call, but confirmed his request. I know; I was there when the call and fax came in; we were/are putting together this April issue of The RUPANEWS.

I personally urge each of you, if dealing with these individuals, to terminate the association. One who deliberately ignores the confidentiality of privileged publications in spite of prominent posted requests, is not to be trusted. *Bruce McLeod*

TURNING UP THE VOLUME -- NASA'S ATTACKS ON NOISE GET COLORFUL...

By using computer-generated images that render noise as color, the "aeroacoustics" group at NASA's Ames Research Center in Mountain View, CA, has found that, when aircraft are on approach, airframe parts can be just as loud as power plants. The research, aimed to make airports quieter, may silence equally noisy airport critics and eventually do away with any perceived need for airport curfews. Even Boeing engineers admit that noise (and noise regulations) are among the greatest challenges facing commercial aircraft manufacturers today.

NASA engineers are now analyzing the images to see if modifications could reduce the offending sounds and keep airport noise where it might actually be appreciated ... inside the airport fence.

More Caterpillar Club Members

KEN BARMORE—3581 Coyote Canyon, Soquel, CA 95073 SEA, LAX

Dear Jock, It was back in the piston days when I qualified for the Caterpillar Club. May 5th 1944 I was a B-24 copilot on my third mission, which was to Ploesti Romania. We got hit with very heavy anti aircraft fire. I was flying at the time and got that sick feeling when our bomb group was pulling away from us and we were headed down. The waist had a direct hit and two of the gunners were in bad shape and I went through the bomb bay to get them out. If any of you flew B-24's you know how narrow the catwalk was and I had a seat pack chute on. I was the last one out and I'm sure the first on the ground. I almost landed in the plane as it was on the ground burning when my chute opened. I spent the summer in the Paris of the Balkans--Bucharest, in a POW camp. Years later I was wearing the pin in the lapel and a friend asked what it was for. I told her that I raised caterpillars as a hobby for the silk. It was a few weeks before she found out the real answer. *Ken*

N. TOM BETTIS—4700 E. Main #1156, Mesa, AZ 85205 MDW -ORD '45 - '75

Hi, There is a rumor requesting stories from Caterpillar members. Here's mine. I was accepted into the club after bailing out in South China after participating as copilot in the very first B-29 combat mission of WWII.

Our target was the railroad yards at Bangkok. My cap blew off and a Chinese citizen got away with my parachute and survival kit while I wasn't looking, but I still have my ripcord. It turns out I was the only one of the 11 man crew to hang onto the ripcord. That first step was long but after that it was all downhill. Regards, *Tom*

TOM BOYLE—1061 N. Harrison, Algonquin, IL 60102

Hello Jock Savage: The article about the Caterpillar Club in the December RUPANEWS was very interesting. Perhaps I can add some info.

My old friend and mentor, Grove Webster, who was a WWI pilot; started the Airport Directory Co., the original forerunner of the Jepp-Chart system; was the real brain and brawn of the CPT (Civilian Pilot Training) program, and head of Purdue Aviation for over 35 years, gave me, among many of his memoirs, a copy of the 1934 "Amateur Air Pilots Register."

I have included a contents page listing the many items of great interest in this Register. It is a wonderful history of aviation in 1934, and if anyone would like a copy of some of this, they could contact me.

Also included are pages of the Caterpillar Club. Please note that number one is Henry Wacker, Chicago-1919. Harold Harris became number 4, Dayton Ohio- 1922. Frank Tyndall was number 5, Seattle-1922. None other than our old friend, John Hodgson was number 337, as a cadet at Kelly Field in December, 1930. Also included is a copy of page 92, showing Lindbergh's four jumps - showing his first jump at Kelly Field in 1925 as number 17. One page (8), includes a report by Cadet C.A.S. Lindbergh of the mid-air collision between he and Lt. McAllister on March 6, 1925.

Regards, Tom Boyle

Thanks for the material, I have forwarded it to the UAL Historical Foundation for their archives. Ed

JIM CHILTON—1635 SW Miller Creek Rd, Seattle, WA 98166

Dear Jock, I found your article about “The Caterpillar Club” very interesting. I ejected from an F-84E over Germany on May 15, 1953 when it blew up and disintegrated after a head-on mid-air collision. It wasn't until years later I read a newspaper article about the “Caterpillar Club” being alive and well with an address for the Switlick Parachute Company in Switlick, NJ. I contacted them and after authenticating my emergency jump they sent me a certificate and a lapel pin. The pin is gold colored, about ¾ of an inch long and in the shape of a crawling silk worm. It has one black eye and the words “Caterpillar Club” in tiny black print along its length. I had never heard of Irwin or of the records at Wright Field before. I just assumed the parachute companies kept the club alive.

I wear my “Caterpillar” to remind myself how lucky I am to be alive, thanks to the ejection seat and a beautiful orange and white parachute. *Jim*

VAN HOUGH

Dear Mr. Savage, In your December, 2001 issue of RUPANEWS (page. 24 and 25) you asked members of the Caterpillar club to contact you. I am writing on behalf of my dad, Van Q. Hough who is a member of the Caterpillar Club and a RUPA member.

On April 17, 1966, my dad was flying over Vietnam when his A-4 Skyhawk was hit by enemy gunfire. His wingman radioed him that the plane was on fire. He had to parachute and lost most the important tools he might need in enemy territory. He had landed near enough to hear voices in a village and just started running up hill. He was on the ground and on the run for approximately eight hours when one of our helicopters picked him up. The helicopter dropped a ladder - he was not visible due to the dense jungle canopy of Vietnam. Evidently he hung on to the ladder for dear life, because he had a huge vine around his neck, and hung on until the vine snapped and he was pulled to safety.

At the time of these events, I was 7, my sister 6 and my mom eight months pregnant with my youngest sister. I thank God everyday for those brave men who rescued my dad. I'm sure my dad could give you more details than I remember.

Mainly I am writing to you because in the last couple of years my Caterpillar pin that he wore on his collar was lost. Would you know how to contact the organization so that we could replace it?

Sincerely, Lee Merrill.

It would depend on whose parachute he used, I think. I have seen mention of caterpillar clubs organized by Irvine Parachute Co. and Pioneer Parachute Co. Do any of our readers know whose parachute was installed in the A4 and what the proper address might be for Ms Merrill to apply for a replacement? Her father's address is : Van Q. Hough, 800 Bul Creek Rd., Mars Hill, NC 28754-6125. Ed.

RUDIGER MAZANDER—1300 Via Portofino, Naples, FL 34108 DCA 1966 –1997

Dear Jock, I enjoyed reading the history of the Caterpillar Club in the December issue of RUPA magazine and like to tell you how I became a member on May 16, 1962.

I was flying a Luftwaffe F-84 on a NATO exercise near the Iron Curtain in Northern Germany. The alarm had gone off at 5 o'clock in the morning. As soon as I got airborne I found myself in the typical lousy north European weather, extended rain showers and a ceiling of 400 to 500 ft.

The mission was low-level reconnaissance near the ADIZ (Air Defense Identification Zone) just west of the Iron Curtain. 15 minutes into the flight the turbine wheel let go, spraying turbine blades all over the engine, cutting through fuel and hydraulic lines causing a spectacular explosion. My wingman reported the engine sliding out of the tailpipe throwing burning pieces ever which way. That report stopped any thought of nursing the airplane back to a landing. I was a little apprehensive about using the new Martin Baker Ejection seat, since in our air wing there were 3 prior ejection attempts with this seat, all of which had had fatal results. But now I had no choice and would find out very quickly whether things finally worked as advertised. Still flying at about 400 ft, I assumed the correct ejection position, ran the pitch trim back and pulled the release handle and....nothing happened, or so it seemed, time stood still, and then finally this tremendous kick in the pants throwing the seat upwards through the Plexiglas cockpit canopy into the air stream.

I remember flying horizontally through space, saw the ejection seat flying off behind my head, then came the big jerk as the chute deployed. I had one swing on the chute and just enough time to brace my legs for impact and hit the ground on the forward swing. The impact knocked the air out of me for a long time but otherwise I seemed to be ok. Later I found that the force of the ejection had damaged several spinal discs which has bothered me ever since - but that is a small price to pay for a life saved.

Jock, you may remember the original Martin Baker seat which used one rocket shell at about 22 G to propel the seat out of the aircraft. Later modification went to a 2-shell system to reduce the initial G load, which was easier on pilot's backs.

A short time later I received my Caterpillar pin and card from the Irving Parachute Company and also became a member of the Martin Baker Tie Club with a nice tie and a bottle of Dujardin. I am very grateful to both for their excellent engineering work. I really should go to London some time and meet other members of the MB Club.

The events of the ejection happened so fast I did not have time to think or panic. But once I collected myself on the ground I did experience some moments of panic. For as I looked around I saw two men with rifles ready but pointed to the ground slowly approaching from the distance. They wore dark green clothes like East German Border Guards and I tried desperately to remember whether in all the excitement I had strayed across the border. All I had was a Walther and no place to hide. The tension evaporated as they got closer and turned out to be hunters on an early morning outing. So that is it for today. Thank you for all your good work. Jock, that's my story. Best wishes. *Rudiger*

Jock, here's a bit more on the Caterpillar Club....Many years ago, during 727 training, Sam Spade and I were sitting in the Carriage Inn studying our next day's assignment when I began to relate the following story to him.

I was holding short of the duty runway at NAS North Island one day. An F3H Demon was in position and when he was cleared for takeoff, I was cleared into position. I watched as he made his turn down the channel to avoid Pt. Loma and saw black smoke belching from the airplane. The pilot immediately came up on the air, reported his problem, and the tower cleared him to land any mat, any runway. He said, "No, I'm going to get out." I watched him point the aircraft out to sea and then eject. Sam asked me when that was and when I told him, he said, "That was me." At that time he was a test pilot for the Overhaul and Repair facility at NASNI. Further conversation revealed that he had ejected on yet another occasion during his Navy career. I suggested that learning to land would have been a lot easier on his back.

Thanks to all for a wonderful publication. *Al French*

ROBERT (BOB) WILLIAMS— #34 Hidden Valley Airpark, Denton, TX 76208 benjaminel@juno.com
Birthday month for me, so have a short note. I previously reported that Oct. 2000 saw me having a 4- way heart bypass. The recovery was slow, but after one year I was back to normal, having gained 20 pounds. That is my peak lifetime weight. In the Spring of 2001, I started the process of regaining my aviation physical and after a treadmill test plus several other tests I was successful. Have 2 planes in my hangar, a Mooney and a Cassutt.

The last RUPA NEWS mentioned two groups that I qualify for but have never applied: The Caterpillar Club is one. I have had two jumps for that membership, one in central Florida from a Navy Wildcat fighter after losing the tail due to a collision. That was in May 1944. The second jump was over Akrotiri, Cyprus, 25 August 1958, at night from a Navy A3D Sky Warrior. The airplane had mechanical problems and the aircraft carrier would not give permission for a landing thereon.

Then another membership is the United Flying Octogenarians. Just this month I arrive at age 80 so can join that organization.

Latest "Cruz News" on www.rupa.org

LETTERS

DAVID A. ANDERSON—190 Hamilton Ct, Bermuda Run, NC 27006 1954-1998

Birthday time again, doesn't seem possible-but, thanks to good health, I really can't complain. Check is in mail. Wife Peg, had hip transplant last March and is doing well, as for me I just had a BPH problem taken care of. Might be of interest to any of you with an enlarged prostate. The procedure is fairly new, called TUNA, for transurethral needle ablation, is an out-patient treatment, much less recovery time than a TURP, and for me quite painless. It will be a month or so until noticeable prostate shrinkage will make a major difference in my old BPH symptoms, but it seems to have been a worthwhile undertaking. I just had it done last week. We had a very mild winter in NC, so played a lot of golf, and have a group of Gin players to occupy my spare time.

Always enjoy getting RUPANEWS, read it cover to cover. Thanks to all of you that make it possible, I know how time consuming a project like that can be.

The world is certainly in turmoil again, my deepest condolences to all Crewmembers and all of the other people affected by 9-11. Hope UAL can weather the storm. *Dave*

PAUL ANDES—13627 Deering Bay Dr. #703, Coral Gables, FL 33158

Life is slowing down somewhat — not too much of interest to others outside of family. A five day trip to Disney World with Erica's children, a family reunion at Wrightsville Beach, Thanksgiving in Columbia SC with Scott and Christmas in Woodbridge CT with Erica. Our son Scott finished up his seminary studies at Columbia International University (aka Columbia Bible College) will be ordained in April and shortly thereafter he will leave with his wife and one year old son for Moscow and another three to four year stint with World Witness. He had spent three years there previously as a layperson with "The Navigators" and became fluent with the language, an inherited ability from his Dutch mother.

I had a senior moment late last year and volunteered Lineke and I to help crew brand new

very expensive French built Catana 582 catamaran from France to Las Palmas then race with the ARC (Atlantic Rally for Cruisers) to St. Lucia. After several false starts we met the boat in Palma de Mallorca, a place we were very familiar with having spent one winter there on our own boat "Free Flight" in '92. We boarded late one night, departed early the next morning and sailed non-stop to Gibraltar--- where we jumped ship!!!, bought tickets to LHR, made a pier head jump to a United flight to ORD and back to MIA. A new owner-skipper, first time sailor, a control type girl friend and a hired captain familiar with large cats but no leadership skills, all high tech electronic equipment with electric and hydraulic winches, autopilot but no paper charts and no spare parts, filters, pumps, etc. Lots of china and crystal in the galley, tons of fresh water from a water maker powered by a 12 KW generator, two motorcycles and two bicycles in the hole but no seamanship skills. Steaming down the MED at night under full spinnaker making 18+ knots and the owner-skipper standing his watch inside at the nav desk mesmerized by the chart plotter convinced us we didn't particularly want to do this across the Atlantic - so we didn't! Getting too old for this long distance sailing, standing watches, and the "tyranny of sail" so that's it. Still teaching Ladies Sailing at Coral Reef Yacht Club keeps me on the water enough and besides those hours spent while sailing don't count against a man's allotted time on earth. With the problems at United I sure am glad I stuck it out with the Navy Reserve to retirement. TRICARE for Life looks mighty good right now not to mention the pension, but I'll keep Blue Cross Blue Shield Insurance as long as I can, at least for another year. Good Health and Happiness to All, Regards, Paul, April 2002. *Paul*

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

Cleve, Well another year, one that most of us probably would like to forget. Losing my good friend Jason Dahl on flight 93 was not easy. He was truly "one of the Best". Here's the check for

another year. Well, at least I remembered that next month is my birthday (I think?)

Take care, *Joe*

EUGENE H. ARMSTRONG, JR—PO Box 128, Vaughn, WA 98394 modlaluvr@aol.com

Dear Cleve, Check's in the mail one day early before I expire. Six years into retirement and still don't miss the order to "Release the Parking Brakes". Got to spend my birthday getting a root canal. (Big event of the year and more fun than a guy deserves in one day). Still have to get much older before shooting my age in golf. What I do best is "play" at playing golf.

Life is great and many thanks to the 'folders & stuffers' and all those who put out the RUPANEWS. Just remember: There are two theories to (successfully) arguing with women and neither one works. Later, *Gene*

DAN BARGAR—1731 Escalero Rd, Santa Rosa, CA SFO 67-94

Hi Jock, Couple of months late for my February 68th birthday. 2001 was a pretty good year with lots of skiing at our Lake Tahoe home and then crossing the Atlantic with Don Madson and Doug Baker and wives on the new Millennium. We joined my college fraternity brother on a 3 weeks tour of southern Africa, Victoria Falls, Botswana and the Kalahari Desert. A once in a lifetime experience and South African Airways is really first class. After September 11 our President said go travel, so we booked a trip on Princess out of Boston for a 10 days fall foliage cruise. We then found a give away cruise from SF to Sydney January 9 and off we went. Came home to a check up with cardiologist to learn I had a small heart attack. So we are staying close to home.

Would love to have visitors to our wine country abode. Thanks to all stuffers and folders. *Dan*

RICHARD J. BELLACK—PO Box 60068, San Diego, CA 92166

The money went on time (the easy part) but this will be a month late. Gloria and I spent the year remodeling a couple of condo's we bought in Ixtapa. We did it the Mexican way, slowly as things work on manana time, which isn't all that bad. We hit the beaches and did some traveling to

pick-up things for the units. We started renting them out to give us something to do, but it starting to seem like a lot of work so will have to see what time will bring.

Took a trip to Maui and also a couple to England to see the in-laws but other than that it was Mexico in the winter and San Diego and Reno in the summer. Was in Reno for Hot August Nights, which is a kick for those, that enjoy seeing all the old cars. It is getting to be a big thing and well worth the trip.

Decided that an airplane would work well in Mexico, what would be a 18 hour drive over less than great roads turns into 1 hour 30 minute flight. If anyone knows of a good 210 between 1975

& 1980 I would be interested. Drop a line to rbellack@hotmail.com.

Thanks for all your great work. Until next year, *Gloria & Dick*

MARTY BERG—13985 Pike Rd, Saratoga, CA 95070

No flight engineers any more. Wow, that means if I could exercise the privileges of my ATR the only planes I could fly would be Convairs or DC-3s. I think if big guys like Jim Beatty had been in the third seat 9/11/01 would have had a different ending. We were able to get on the SFO Maui nonstops in February/had to use shoehorns to get us on. Couldn't get on our October SJC-ORD flight, oversold. Who says empty flights? *Marty*

BETTY BERGBOWER—11643 E. Appaloosa Pl, Scottsdale, AZ 85259

This is Tom's birthday month and also it's been one year since Tom passed away. I still have not decided whether I want to stay here in Phoenix, or move back to Pennsylvania. I really was disappointed when United pulled out of ABE. United had been there since the early 30's. United Express is still flying into Allentown though - not quite the same!

I enjoy the RUPANEWS very much, especially all the info and updates on Medical Insurance, prescriptions and passes etc. It is very helpful. Thanks to all of you who put the magazine together. You do a terrific job. *Betty*

KAREN AND AL BOWMAN—18083 Peregrine Ln, Mount Vernon, WA 98274
AllenPBowman@aol.com

Hi Jock, The Lord has been good to Karen and I this year. My youngest daughter had another son. That makes us grandparents for the ninth time. Visiting family plus a couple of trips to Mexico and a couple of trips to Florida has kept us busy. I'm early this year with the annual letter and mail fee because we will be on Maui when it comes due. We will be visiting with our daughter and family who live there and with my son and family who is flying for Aloha Airlines. The mail fee is being sent via snail mail to Cleve.
Thanks to all who make the RUPA NEWS possible. Best Regards, *Karen & Al*

BRITTON A. STOREY—5337 Bristol St, Arvada, CO 80002

Fellow Pilots, Health seems to be pretty good, but maintaining seems to cost more, i.e. a \$126/mo reduction in my retirement check and I still must pay all my HMO charges (Secure Horizons) plus the office call charges etc. What happened? I know my retirement hasn't increased, but the net return to me has certainly decreased. Fighting inflation for 22 years is bad enough, but the above reduction rather wipes ones nose in it. Bert and I are both fine for being in our eighties and hope to carry on.
Question 2: What happens to our retirement if UAL goes down the tube? (Heaven Forbid)
My (Our) best to all the gang. *Brit*

CHARLES T. CHAPMAN—6233 Gerds Dr, San Jose, CA 95135

One more "Boy's Night Out" is now history and I thought it was a very good one. The choice of the new Sheraton was a good one from my vantage point. Good service and excellent food and was great to circulate around and shake hands with friends that you so seldom see. In my case, due to poor vision, I was very glad when someone came up and shook my hand and I could then recognize them from a two vis; make that distance.
Anyone who had a story or something similar had a chance at the mike. Several good ones. I thought we might have a speaker from the high Temple of

United to tell us what the actual condition of United is and what they are planning for the rest of this year. Whatever it might be I hope they can come up with a bottom line that is not in red ink. Hope I am around next year--same place and maybe Saturday night. That Friday traffic is on the fast and heavy side. Regards, *Chappie*

CHARLES J. CLEAVER— 541 Gabilan St., Los Altos, CA 94022

Hi Cleve: Another year has rolled by, last month I had my 80th birthday. Twenty years since retirement and some of the memory is getting fuzzy. I was able to make boys night out in February but what a horrible experience finding the place. Went to the old Sheraton where we use to have the Boys Night Out but the name had been changed to a whole different hotel, was directed from there and told that the Sheraton was now north of SFO. I ended up there lost again and with the help of another hotel clerk found out that I was only four blocks from the current Sheraton on my first try, so back to bay shore highway through drizzle, rain, and heavy commute traffic and was able to arrive about a half hour before dinner. The confusion was well worth it as I did have a good time.

Last summer on our yearly northern trip to Seattle and my gorging myself on fresh oysters, I was having a little heart problem, which turned out to be fibrillation. That is well under control now with daily medication. Looking forward to trip to Phoenix baseball spring training, the Seattle mariners, with my oldest son Greg and his wife. They made all of the arrangements (hotel, car, tickets) all we have to do is show up at the airport in Phoenix where we will meet them. We fly America West from San Jose. We expect to have a great time soaking up sunshine and swimming. Greg and his wife will be going to Europe this June and will be experimenting with Companion Passes. I hope that works out well for them.

My daughter Alicia has been a stewardess now for 17 years living up in the Seattle area raising horses and a husband. My other daughter, Marcie has 5 acres near Olympia with a big house and barn and is a real farmer. She is a representative for Merck Pharmaceuticals and is dealing with four state

governments (Washington, Oregon, Idaho and Alaska) She does very well for herself with no husband.

My niece has 35 years with United as stewardess and was outbound from Tokyo on 9/11. She has some stories on that.

We are still happy living here in Los Altos, and now only have one apartment house which is just 5 miles away making it handy for maintenance. Thanks for all of your excellent work, it is much appreciated. *Charlie*

BEN CONKLIN— 3206 Divot Rd. Sebring, FL 33872

Hi Cleve, Didn't think the years were passing by until a First Officer I flew with moved in our neighborhood. Charlie Walther is now a member of our club. See him quite often and talk of old times. Twenty years of retirement and the big "80". It doesn't seem possible that 50 years ago I was a new hire in the DC-3. Now a few years to go and son Ben Jr. will retire. 767 Captain out of Newark. Life has been fine with a little rough air along the way but both Rose and I are OK. Looking forward to 60 years of marriage in 03. We both enjoy the RUPA News even though the familiar names get fewer as time goes on. Regards to All, *Ben*

HELENE DENTON—2605 Via Olivera, Palos Verdes Est, CA 90274

On October 31 I flew from Los Angeles to London on a 777. What a contrast to my flying on a DC 3,4,6 as a Stewardess. I went to attend the 2nd Air Division grand reception for the American Air Museum near Norwich, and it was lifetime change for me riding in absolute comfort in first class with a channel right at my fingertips that gave me ray route, speed, air temperatures, and time. It was more fascinating to me than any program on the other channels. What really froze fly thoughts was that it was -70° at 39,000ft. My husband flew B-24s out of that area, and it was -40° to -50° at 25,000ft. The aircraft progression from 1942 to 2001 has been absolutely tremendous and Americans should be very proud of their technology. It makes me very proud to be an American and the wife of a pilot. *Helene*

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WALT FINK—8804 Bull Run Trail, Woodstock, IL 60098 ok3wire@compuserve.com
Hi, Cleve: When my wife informed me of the scary thought that in just a couple weeks, I'll have outlived my father, it reminded me that my RUPA dues needed to be sent in, so the check---plus some extra for the stuffers and the kitty---is enclosed. And you thought I'd forget.
Heck, I thought I'd forget. Wonders never cease. Received a call last month from my son (ORD 737 Capt) that while in the DEN Mainliner Store, he came across UAL notepads with a familiar-looking 727 drawing on the bottom; he looked closer and discovered from the artist's signature it was indeed my own artwork from several years ago when I edited a magazine. The 747 pads likewise. True to good Airline Pilot form (I trained him well) he asked if---being a second-generation type---he could get an extra airline discount on those note pads. Probably got a sneer in response instead. Keep up the fine work on the RUPANEWS. I'm heading into year three of this retirement thing and am about to get it down right, I think---always look forward to the publication and we all owe you folks a debt of gratitude for doing such a great job. Cheers, *Walt*

G. C. "BUD" GIMPLE—1910 Monument Canyon Dr, Grand Junction, CO 81503
bgimple@aol.com (970) 245-5287 MDW-ORD-DEN-SFO-DEN

It's been three years since my last communication. Much has happened. I met a wonderful lady three years ago. We were married at the Mack, Colorado Airport June 10, 2000. She has an instrument rating and a beautiful 1959 C-182. With my C-180 and C-210 we are caring for a fleet of three. Her name is Kennie Ruth. We have traveled extensively either in a Cessna or heavy metal (mostly UAL). On Feb 6th I had colon cancer surgery. The prognosis is excellent. It was caught early and didn't invade any organs or polyps. After the operation my activities have been fairly restrictive until now.
On March 24th we are celebrating the 50th anniversary of my first solo. It was in a J-3 Cub in Greencastle, Indiana, where I was a 20 year old sophomore at DePauw University. What a great

half-century it has been!

I hear varying theories about the survivability of UAL. After 76 years (most of the time as an industry leader) I remain optimistic. If Mr. Creighton can assemble a strong people oriented management team, we should be back on top in a short time. All of the parts are to make it a reality.

Bud

JIM & YVONNE GLENDENNING—167 Vista Del Mar St., Camano Island, WA98282
gding@nwlinc.com

Dear Fellow Retirees, Another interesting and busy year for us. Trips to Kauai, Arkansas, Colorado, and Southern California interspersed with some landscaping work around the new house.

Some bad news on the health front, I was diagnosed as having sleep apnea in February 2001 and have been using a Continuous Positive Air Pressure (C-PAP) machine for sleeping.

Unfortunately, the C-PAP does not seem to be helping me achieve restorative sleep. I am still tired and achy when I get up in the morning. Takes about an hour and two cups of coffee to get going each morning. I am considering having a surgical procedure called a LAUP to remove tissue from my throat, which will open the airway. But I am hesitating, as the Docs don't know if it will do me any good. The hassle of using the C-PAP hardly seems worth it when it doesn't seem to be helping my problem. I would be interested in hearing from anyone out there who has had any experience with this problem and can offer some guidance.

Like everyone else I am angered and saddened by 9/11. For those of us from the airline business it has been particularly wrenching. The uncertainty of whether UAL will survive just compounds the feelings. I really appreciate the info that has been passed along about the possible implications for our pensions.

In spite of my medical condition I had enough energy to write a book over the last year. It is entitled "The Wisdom of Walter" and is available from (www.1stbooks.com) as an e-book or can be ordered as a paperback. It is the story of a friend who has lived a rather interesting life and delineates some of his ideas about many of the issues of today such as guns, abortion, war, terrorism, drugs, markets and investing, business,

the environment, and religion. If you're interested in that type of thing you may enjoy reading it. Walter is definitely eclectic and non-PC in his views.

I'm hard at work on my second book, a fictional story about a father and son who share high adventure and danger as they attempt to climb the Diamond Wall on Longs Peak. I hope to have it out by the end of this year.

Many thanks to all those who put out the RUPANEWS and keep RUPA operating so well. Best wishes to all, *Jim We don't accept advertising, but if he promises not to commit literature again, we'll let this one by. Jock*

TOM HARRIS—5109 Country Club Dr, Granbury, TX 76049 55-85 SFOMB ORD LAX SFO BOS SFO

Jock, Sincere thanks to all involved in producing the RUPANEWS.

We've been in TX nine years and like everything but the pollen. I've developed so many allergies we're thinking of a move, maybe LAS.

I guess I'm thick, but read the pass travel info in the February RUPANEWS several times and can't figure it out, will pass travelers continue to board by date of hire or not? (*Yes, if you retired with 25years or more*) God Bless, *Tom*

MIKE HEPPERLEN—6823 W. Hillside Rd, Crystal Lake, IL 60012

2001 was a banner year for Peg and I. We had two trips to Denver to visit our grandkids and their parents. Peg and I also took a trip in My RV-4 to International Falls for a small family reunion and some fishing with my brother and sister and their spouses.

On May 1st I was diagnosed with prostate cancer by my brother who is a Urologist. Since the disease is in the family he has been keeping a close watch on me for the last 15 years or so. I decided to be treated with brachytherapy (radioactive seed implant). This was done in July. The side effects were minimal and everything still works. I have written a short paper on the subject and I will be glad to E-mail it to anyone who is interested. You can contact me at hepcrystal@cs.com

I am still working on building an RV-8 and am an EAA technical counselor volunteering my time

winter months. Peggy is very active stitching quilts, gardening, and watching our local grandkids. *Mike*

A.R. SATCH & CHAR HIGHLAND—6748 S. Jackson Ct, Littleton, CO 80122
flynavion@4dvision.net

Not much new here. We are well, with the usual aches and pains. Had a mild winter, thank goodness!

9-11, can't believe our economy/society could be so fragile that this tragedy could bring our country to its knees. The terrorists don't need to do anything else, the bureaucrats and the media are doing their work for them. So sad. Best to all. *Satch*

D.K. DEKE HOLMAN—39 Skylark Ct, Napa, CA 94558

I'm only 5 days late, which is not bad for a 77 year old. It has been a great year in every respect. Our health has been great; my golf is respectable (at times). I came within 3 strokes of shooting my age and the next round the wheels came off, (92). We went to Acapulco in January with a large group. Golf was great and food was even better. Gained 8 pounds. Still working at the winery, taking tours and pouring Silver Oak cabernet. Still passing my hood checks and physicals and having a ball flying the Cheyenne III. In April the winery owner took all Employees and spouses on a 3-day cruise to Encenada. In May we went to Hilton Head Island for a week of golf. In June we went to Virginia to my grand daughters graduation from high school. We were planning to go to North Carolina in September but our plans were canceled. Hope everybody is enjoying retirement as much as we are.

Thanks to all the people who make this publication possible. March 2002 I lost the address and am just now getting this letter in. We went to Acapulco again this year and I only gained 5 pounds. Still flying my Christen Eagle II. *Deke*

BILL & LOIS HOPKINS—1416 Allyn Ave, St. Helena, CA 94574

Jock, sorry I'm so late checking in. The year 2001 wasn't a good year for me, health wise. Had triple by-pass surgery on New Years Eve, 2000. Had trouble adjusting my heart rate so my Dr. put me on

a drug called amiodarone. This did the job and I recovered nicely. I stayed on the drug until July 23rd. Then on Aug. 2nd, after several days of pneumonia like symptoms, my wife was unable to get me to wake up. I was taken to the hospital by ambulance with extremely low oxygen saturation. Two days later I was air-vaced to the U.C. Med center in Sacramento where both my lungs collapsed. I don't remember any of this or anything else for the next 3 weeks. I ended up spending 12 weeks in the hospital, 6 of those weeks in ICU. The cause for all of this: amiodarone toxicity, the medication I was taking for my heart, attacked my lungs. I have just finished 6 weeks of pulmonary rehab and am on the road to recovery. Its a slow process after being in the hospital that long. If you are ever prescribed this drug, be wary, it can be deadly. I'm hoping for better health in 2002. Thanks for all the work you guys do to keep all of this going. *Bill*

FRANK HUEMAN, JR—6176 Wycliffe Circle, Reno, NV 89509

Dear Cleve, Captain Dick Russell's article about political correctness, in the March issue, was an accurate observation. Even back in the 80's, political correctness and unwillingness to stand up for principles was widespread. Looking back I think any pilot group was fortunate to have extricated ourselves from the strike situation as well as we did.

Now comfortably in retirement, I am happy to leave the solution of current problems to the present group of pilots. Sincerely, *Frank*

ROBERT IRWIN—4346 Edinbridge Cir, Sarasota, FL 34235

Cleve: It is true what so many of the members say about how fast the first year goes by. Hard to believe. I have had a great year but am not sure my wife would say the same. I have kept busy with all kinds of projects and have enough of them left to last until I'm about eighty years old.

Summers are spent in Ohio at Buckeye Lake and the rest of the year here in Sarasota, FL. Have hardly traveled this year at all, and most of the trips between the two homes is on Southwest. I sometimes wonder if all the security is worth the trouble.

I read your RUPANEWS every month and it is nice to see where some of the old flying partners have gone. Thanks, *Skip* cpatainrci@hotmail.com

GERARD N. KONOPA—1363 Roselawn Ave, Thousand Oaks, CA 91362 DCA, EWR, LAX
After 23 years of retirement I had both knees replaced, had pneumonia in November, and evicted freeloaders from my rental property and finally sold it. Took four days to find qualified buyers.
Thanks for your wonderful magazine! *Gerry*

EDWARD P. KRIEGER—3210 Lake Knoll Dr, Fullerton, CA 92835
Dear Cleve; All is still well in our household – we are still upright and taking deep breaths.
Thanks to the dedication of yourself and the other members who put out the RUPANEWS, we are all pretty well informed on what is going on within the company and the other retirees. *Ed*



JOHN R. LANGE—3509 Centennial Dr, Ft Collins, CO 80526
Cleve, Check on its way and the promised letter - New at this so bare with me. Glad last year is by but one we will never forget. In addition to the grief that the whole world is acutely aware of, our personal life was complicated by seemingly endless health problems of my wife Marien (Sandy, to close friends) and a totally bolt out of the blue,

triple by-pass Oct. 17 for myself. You can be sure this was a huge blow to my self-assurance of being such a healthy now octogenarian. However can now report that I came thru everything with flying colors and snapped back with no complications to date. However would still dearly love to be 20 yrs younger again.

Am back to seriously working at my nine yr and counting homebuilt Falco every moment I can salvage from life's mandatory priorities. Also add that wife's health is finally turned around and optimistic that things will eventually be only bad memory in that respect. In simple terms she had an immune system anomaly that required ongoing use of steroid regime that caused all kinds of up and down problems.

Am sorry for poor record in writing -Believe this computer will be a huge aid if I can have enough patience to cope. I miss reading letters from so many I have fond memories of sharing my career of 30 yrs flying the line. I sincerely second the remarks of Bill Depner in Mar news. Certainly reflects my feelings. Thanks Bill for the privilege of sharing your flights, and thanks to all the others who I owe so much to in same vane. Also can't overlook the prayer near end of letter re: gracefully growing old - Boy- it isn't easy. 20 yrs retired and 60 yrs of flying status and now I must face the challenge of getting back current medical. If it wasn't for Falco project maybe I wouldn't have fortitude to tackle that. Everyone has been pretty encouraging. I am sure I can produce a pretty impressive treadmill performance when I have to. My best advise- EXERCISE !!!!! without fail. Hey ,I even got a flight in a Lear 35 from FNL to Casper last sat. and back as a surprise early birthday gift - that got me out of doldrums of age. Never thought I'd have that experience. Sure envy you guys that are still able to get time in those jets - do you know how lucky you are? Am sure you do. At the risk of getting bogged down in words and since I've been away so long I'll digress enough to recap what has been driving my retirement. Mostley have been a big fan of Oshkosh and the EAA movement, using that to keep me "flying". Missed last yr for first time since '88. Have always managed to touch base with Don Toeppen and his loyal gang of airline volunteers although there is an awful lot of "things" to do and see. Also crossed paths with many UAL alumni who take very active

part in that show such as B. Hilbert, D. Stouffer, Bob Davis, JO Martin and the like. Made me proud to know them. Won two awards with my friends Glasair III and had some memorable experiences with it and gained great friends till it was sold about 97. My buddy took his A-36 Beech and moved to Phoenix so my key isn't too useful - Still have a Debonair in the hanger gang I'm part of which is accessible but it's going to take completion of my Falco to get back on intimate terms with serious flying. Oh how I miss the proficiency that we all enjoyed as professional pilots. You can see I still dream like a younger guy.

Now I will close with all best wishes for all those who are facing up to health or other problems - God speed. We have nothing but grateful appreciation for the dedicated gang that keeps RUPA alive and well and the ongoing improvements are awesome! Good old UAL needs some serious leadership infusion -hope it will show up. Sincerely, *Jack*

PHILIP E. LUCAS—20820 Pinehurst Ln, Colfax, CA 95713

Hi Cleve — So, how are the Gliding Geezers nowadays? Still quietly roaming the skies, I trust. I enjoyed running into you guys a while back. Hope all is well. I did not know that you were ram-rod-rod-rod the newsletter these days, but fowl do. At long last I am finally getting around, after all these years of procrastination, to signing up to get the RUPA NEWS. Sally's old friend and bridesmaid, Betty Bergbower, (Pursell in their flying days) was on the phone the other day, talking about this and that. She was telling us the latest scoop from the RUPANEWS and I said that I should get in contact with the group but I didn't know whom to contact. So Betty said she had all that stuff handy and would send it along. So here I am.

Anyway, here is a check for \$100.00 to start things off. I know it's a little extra, but it will cover my membership fee, and a year's postage, plus a little something to help the cause. I understand that the usual procedure is for each member to send in the postage dues at birthday time. Mine is April 11, so it should work out about right. I have been out of touch way too long, but now you can put this Ancient Pelican on the roster and the mailing list. Address is on the envelope, and my email is philucs@foothill.net. I have your email from the

copy of the newsletter that Betty sent to us, so we can easily communicate that way if, for some reason, you want to send a message to me. That would be a quick and easy way to let me know that you got this letter and check, I suppose.

Got to get going on some errands. Best regards to all. *Phil*

FRED MARTIN—7712 Falstaff Rd, McLean, VA 22102

Dues Time! Thanks for all the great articles and tales of long ago! Thanks for all the work on our behalf.

After an episode with a bleeding ulcer, it's no more aspirin for life!!! The one-a-day really is a "baby aspirin = 1/4 of a regular (300 mg). "70" last year so I'm working on my MRD. *Fred*

RICHARD L. "Pete" MAURY III—646 35th Court, Florence, OR 97439

Hi Cleve, Our thoughts and prayers to Jock. As George Norwood told me, "After 40, it's just one godamn thing after another!"

I'm really enjoying the RUPANEWS. Tim Joslin's thoughts about DTW were right on. A lot of us good guys were born United and raised Capitol, interesting and fun!

Maureen and I are working as volunteers in this nice little town and for the most part, I'm staying out of trouble. She has gone through the firefighter's school and is working part time as secretary at the fire department. If you come through Florence and catch fire she will help put you out. I cook a couple nights a week at the Elks, (I learned to cook while flying DC-8 freighters), participate in Emergency Ham Radio and the Citizens Emergency Response Team, plus hang around the airport, drink coffee and tell stories and lies to the rest of the old farts that are there.

Kids and Grandkids are fine; our health problems are small and manageable. My fondness and best to all, *Pete* maury3@oregonfast.net

EDWARD J. MC CORMICK—5020 lakeridge Dr, Reno, NV 89509

It's hard to believe the Senior Ages you still recognize. I still may have a chance. My 41 years with UAL really started with my Dad, a mechanic, after WWI at Checkerboard Field. I found a picture

of Dad in "The Age of Flight", a colorful history of America's pioneering airlines.

I was very fortunate to fly left seat in all the following aircraft: DC-3, DC-4, DC-6, DC-7, DC-8, DC-10, Convair 340, Caravelle, B-720 and B-747.

Thanks for all the time and effort you all put into the RUPANEWS and for sending it to us. *Ed*

TOM MC GEE—543 Westgate Dr, Napa, CA 94558

Hello Cleve, Lost touch with most SFO pilots because I flew out of Oakland the last few years, then had to go to DEN my last 4 months. Retired flying the 727.

OAK Operations gave me quite a send-off before my last (SFO) departure October 2000. Cake, cards, pictures... 'twas quite emotional. Ann was in 1 C... bought a ticket and used mileage plus to upgrade.

Walked out the door at DEN March 2001. Only guy who knew was the office retirement expert Bill Kennedy.

Since then checked off quite a few "...When I retire..." squares. Played Old St. Andrews with Jim McBride and Jim Clark. Flew my trusty Piper Lance around the country last July. Flew south over Chicago's Navy Pier at 1000 AGL squawking 1200 on the way to Meigs Field. It was a thrill to gaze over toward our 1989 home, land, take a cab downtown, and have no wake-up call.

Recently joined forces with Gary Koverman (class of '92) and bought a T-28B. What a kick. Better investment than Enron preferred! Frats, *Tom*

RICHARD A. MC MAKIN—24926 Nobottom Rd, Olmsted Twp., OH 44138

Dear Cleve, Since my retirement in November of 2000, I have found that I have accomplished nothing of any social significance whatsoever. Not Bad!!!

My good wife, Carol, and I have done quite a bit of traveling, though we find that it is always good to come home.

Would like to advise all former "Cleveland Crazies" that there will be a Crazies' Mid-Summer gathering on Saturday, June 22nd, starting at 1600 hours, here in Olmsted Twp., OH (Just SW of Hopkins Airport). For information and/or directions, contact me at 440-235-7595 or E-Mail

rmomakin@apk.net.

Enclosed is my postage tithe, late, with apologies. I just don't have an engineer to remind me of important stuff like gear, flaps, and dues. *Dick*

MICHAEL S. MELIN—104 Ricardo Rd, Mill Willey, CA 94941

Cleve, I have been retired for two years and just got back from skiing in Austria. I am trying to keep active by playing tennis almost every day, sailing and racing my Santana 35 sailboat in S.F. bay and skiing when I can.

I really don't have to pay the \$25, as I don't have a birthday this year. 29th of February! My next birthday is 29 February, 2004. Sincerely, *Mike*

HARRY METZ—205 Fiddlers Point Dr. St Augustine, FL 32084

Thanks to all who put out our fine publication. I always read it first, to see what everyone has been up to. We have not had a good 12 months. Pat did not require heart surgery but did have a laminectomy in July and a second back operation in September. She spent the time between operations in a lot of pain and either in bed or a recliner. After two rounds of physical therapy for four and six weeks to strengthen her leg muscles and to learn to compensate for some nerve trauma, she finally came home for good on Dec 1st. She was in a wheel chair until the middle of March and is now using a walker. At least she is steadily improving instead of the opposite.

I still volunteer with the City Archaeologist, but to a lesser degree. I take Pat to a therapy pool most days, and it has helped her gain leg strength. I have been studying the Second Seminole War and will do a Living History presentation as a participant of that war at the museum where I volunteer on Saturdays. Should be both interesting and fun since it is an overlooked war. Cheers. *Harry*

A.H. (AUGIE) MILLER—17 Oxford Rd, Scotch Plains, NJ 07076 JFK 48-82

Hi Jock, I didn't have much luck with your E-mail address so I'll try your fax. (*My new email address is, jocksavage@attbi.com*)

February was my big month, big 80 this year. I don't think this getting old is for sissies. I just had a call from my urologist telling me my PSA has

elevated to 6.78, so I've been scheduled for another prostate biopsy. A friend had a procedure done that was developed by a surgeon at Mayo Clinic, Phoenix, in which they insert radio active pellets into our prostate gland (no surgery), he had this done about five years ago, his semi-annual PSA ratings have been hanging around 2. Have any of you had this procedure done? What success have you had with it?

I have no big travel itinerary to report, flew Continental Express to BUF in October for the QB Gov. affair, had everything in my possession examined carefully, flew in a long skinny aluminum tube with a little jet engine on each side of the fuselage, two rows of seats on one side, one on the other, normal jet speed, no complaints. I hope your surgery went well & you are well on your way to recovery.

Regards to all, *Augie*

HOOT MONINGER—2212 Paseo Del Mar, Palos Verdes Est, CA 90274

Hi Jock: Two days late on my birthday letter, which is above average for me. Also sending the check to Cleve.

Since I have no news, which would be of interest to any one, I would like to comment on what a boon the computer is to us old folk. I am really surprised that, from a group of retired pilots, no one has made mention of Microsoft's Flight Simulator program and what a marvelous toy it is, especially the latest version, Flight Simulator 2002. One can take off and land at any of 20,000 airports and landing strips around the world with astonishingly accurate scenery over the entire globe. There is a choice of about a dozen aircraft, including the Boeing 737, 747, and 777. Other aircraft and more detailed scenery are available for free downloading from the web site "flightsim.com". One can select Season, Time of day, and make up practically any weather situation with regard to type of clouds, cloud cover and height, precipitation, visibility, wind, or download real wx in real-time, courtesy Jeppeson Co. There are virtual airlines available to join, which emulate to some extent what we used to do. I signed up with an outfit called DC-3 Airways, which flies only DC-3s in the Northeastern U.S., plus some charters to the Caribbean, etc. The performance of this program is to some degree proportional to the power of your computer. If you

have a high end machine, -One GHZ or more and a good video card, the results are almost photographic.

For more mundane uses of the computer I suggest registering with the Merck-Medco website if you purchase many drugs from them. Your personal prescription page will keep track of your Prescriptions, name, amount, re-fills, expiration date, etc., everything you wanted to know about your prescription and a few things you probably didn't,- like side-effects.

Another worthwhile site is Blue Access, the Blue Cross, Blue Shield web site that allows you to access the status of your claims and all the details.

Another use of value, in my opinion, is an on-line banking and bill-paying program. I pay about ¾ of my monthly bills this way and can transfer funds from one account to any other accounts in the program.

Viva la Computer!!! It beats the hell out of TV. Got a new E-mail address - rmoninger1@cox.net
Hoot

PIERRE M. NEY—6392 W. Pontiac Dr, Glendale, AZ 85308 (623) 362-9429

Dear Friends, Usually newsy little letters describing what the kids are doing, how much fun dad is having building a new garage, the surprise and pleasure of winning the Nobel Peace Prize or what a great time the entire brood had at Disneyland come at Christmas when we are primed for such earth shaking reports. Unfortunately having no children on one side of the union, despising theme parks, never having brokered a peace settlement and not being much for reporting on my various construction attempts and dismal failures, I to date, have never put out a newsy little letter. Stand by to stand by. Here comes a mid year narrative on the latest adventure of those intrepid risk takers, Lisa and Pierre.

We have moved to Phoenix, Arizona where one of us is taking a 52-week course at MMI. You all probably recognize those initials stand for Motorcycle Mechanics Institute. You are right; it is Pierre who is enrolled. I will be specializing in Harley Davidson. What this will lead to upon graduation is not set in concrete as yet. Perhaps a small repair shop/leather riding apparel boutique/espresso bar combination. The options and

opportunities are unlimited and mind-boggling. This hare-brained scheme has been in the works for quite some time. Lisa is not quite as enthusiastic about the move as I am, but being a good sport, has signed up for the year. We rented a small but quite pleasant, almost new tract house near school in the Northwestern portion of Phoenix. The weather has been delightful after the cold, cloudy winter in Anacortes. A few pranksters here have tried to convince us that it will top 100° Fahrenheit this summer. Boy oh boy these locals have a great sense of humor. I love it here. Lisa thinks it is great too.

She is however getting out of town tomorrow for a couple of weeks. I will keep you up to date from time to time as to how school is progressing, presently in the second week of classes and having a grand time, learning a lot and bonding with an eclectic group of fellow students.

Our new address and phone number are above, our E-Mail addresses remain the same.

Sincerely, *Pierre*

TED OSINSKI—Palm Beach Gardens, FL 33410
Having satisfied my IRS obligations, I can now send my annual report. I'm expecting delivery of my 34 PDQ "trawler-cat" late May - early June in Whitby Ontario, approx. one year from contracting. Prior to settling on this vessel, I was a monohull displacement advocate, The Jan/Feb 01 issue of "Passagemaker" magazine featured this boat, & changed my mindset. Very efficient having trawler range but also speed if required 22kts. Shallow draft 28", ideal in the Bahamas & Gulf. 17" beam which makes it very spacious along with two Queen state rooms & twin Yanmar diesels. Planning on sailing the St Lawrence, Lake Champlain, Hudson to Fishers Island, NY for the summer & home for the winter. Just Finished the Coast Guard Aux. Boating course and am ready to go. Hopefully I'll have a few good years to enjoy the slower pace & scenery. Regards to all. *Ted*

W. JAY PLANK—2280 Skyfarm Dr,
Hillsborough, CA 94010 43/81

Dear Jock & Cleve: Jock, best wishes for a speedy recovery. You are in our thoughts and prayers. As the Irish say "May the Good Lord Bless & Keep You".

Spring is in the air, and all the Irish are celebrating my birthday on the 17th. I'm trying to forget birthdays. Good to see so many of you at "Leo's" Boys Nite Out. Many good stories told there. I wanted to write up a story or two, but find they are much better told in "Hanger Flying" than in print. Could be the "Juice".

As for travel in 2001, Clare and I had a rather unusual Cruise on the Baltic last June. On board the Noordam for a day and half when Clare had a severe stomach pain at 11:30 p.m. Called the Ship's Doctor and after many tests it was recommended that we disembark at the next stop, Estonia, to get a Surgical opinion. Clare was diagnosed as having Acute Appendicitis. Six hours later she was in the operating room at the General Hospital in Tallin, Estonia. As very little English was spoken, and I had no local currency to use in the phones, by resorting to sign language, I was finally able to get thru to the U.S. and obtain some assistance.

Fortunately we had trip insurance, and Clare's son works with many Insurance Companies and knows the ropes. With his help we were home in 10 days and Clare's stitches out a week later.

Check your Insurance Coverage. We have had many references since this trip. Becoming ill in strange places can be a frustrating experience. Hope we can make the Cruise this next October. Best Wishes, *Jay & Clare*

KING PURTON—918 Centerbrook Dr, Brandon, FL 33511 "56-90 DTW-EWR-CLE-MIA-ORD This last year has been devoted to sailboat racing. As I wrote last year, I lost my J-24 (1970 era technology) in a collision and after having collected from HIS insurance, I was in the market for a new boat. I chose a new Melges 24 (1990 era technology), a boat with half the drag and 25% more power. 1800# versus 3600#, carbon fiber hull, etc. Along with the dramatic increase in performance was the same dramatic increase in price. You could literally water-ski behind this boat in 15K of wind. I teamed up with the German Melges dealer and went to the 2001 World Championship's in Key West With the 10th ranked Match Racing Skipper in the World and the helmsman from the German entry in the Admiral's Cup, we were picked in the top 10. Alas, we finished 22 out of 78 of the best in the World. In

February we entered the St. Petersburg NOOD (National Offshore One Design) and this time I was on board. We finished in a three-way tie for 18th out of 32 entries. Not bad for a sport where the amateurs and the Pros compete against each other on an even basis, no handicap, no old age allowance. The current Lightning World Champion finished 14th and we beat him in one race; unfortunately he beat me in six races. As for golf, by the time I get old enough to shoot my age, I won't remember how to count that high. With my handicap, I win more than I lose and that makes it fun, even with all the muttering about sandbagging. My #2 son figured that this was not the winter to be in Salt Lake and moved back to Brandon where he bought a house five minutes away. There goes my free bed and probably my cheap skiing, a airline pilot's dream. All three boys live locally to Madelon's delight, as well as mine. Madelon and I continue to share good health and send our best to all our friends here, there, and everywhere. Thank God for ALPA. *King*

CLEVE RICE—2198 E. 300 North, St. Anthony, ID 83445 LAX-ORD-DEN-ORD
Cleve, Jock & all RUPA members: It has been a very busy year. I am very active in the Legion in Idaho. I am now eight months into my term as State Commander in Idaho. Get to travel the great state twice for meetings. We start our spring meetings in March, April and May; so I know that with meetings and other activities the next four months will go by really fast. I really appreciate all the work you do for, and the info you get in the RUPANEWS. *Cleve*

DAVID L. RUPPERT—6005 Eyster Ave, Spring Grove, PA 17362 '67-'99 DCA-ORD-DCADear Cleve, I appreciate the great job you folks are doing with RUPANEWS, my link to friends in the profession I loved so much. I study every issue. Accolades to all. I'll make this brief, in order to get the enclosed postage check postmarked in February, my birth month. I still enjoy occasional part-time corporate flying in a Citation V. Lately, however, a significant amount of my time has been consumed fighting the PA tax authorities who are trying to tax the portion of my retirement income which is reported on W-2's (ESOP 3 plus some of my fixed, monthly pension). While these amounts

are FEDERALLY taxable, according to instructions published by the PA Dept. of Revenue, they should not be taxable by the state of PA. I never studied Latin, but a friend advised me, "NON ILLEGITIMUS CARBORUNDUM". Can anyone out there translate this? Sincerely, *Dave*
Translation; *Don't let the bastards wear you down.*

WILLIAM O. SCHOLES—2733 Starbird Dr, Costa Mesa, CA 92626
Hi Cleve, I was shocked to hear about Bill Bartel's passing. We sat with him at the LAX retirement dinner and he was so enthusiastic and positive. Hard to believe a month later he was gone. The best to his family.
Gay and I have done some traveling again this past year. We skied in Colorado and California, We hiked in Ireland and The Olympic Peninsula of Washington State. The summer was spent in Twin Lakes Village in north Idaho. Lot's of golf and boating and fun times. We just got back from Salt Lake City where I skied 7 resorts in 7 days. They sure had the city looking good for the Olympic Games. We have been golfing here in Costa Mesa and enjoying the fine weather this winter. It is hard to believe it has been 3 years already since the last flight. Hello to all the retirees I haven't seen in awhile. And thanks to all of you that make this RUPA work.
Until next year, *Bill* Note my e-mail is woscholes@aol.com

STUART SHERMAN—4210 E. 80th Ave, Spokane, WA 99223 '61-'93 ORD-SFO
One major trip, wedding in Denmark, SAS-SEA-COP-Ebertole and return, 161,000 Mileage Plus miles. Enjoyed Business Class privileges. Brother & wife visiting 9/11 on companion passes. Rented an auto to drive Spokane-Chicago. Thanks to everyone who make the RUPANEWS so great. Special thanks to tom (small t) Bredis.

JIM AND NATY SHIPP—PO Box 3098, Battleground, WA 98604
Hello Cleve, We still live on Parkside Airpark north of PDX. Phone 360-687-0747. Have been enjoying retirement. Still keep flying with the Supercub and the 185 Cessna on amphib. Have been doing the Alaska trip every year, and just bought a vacation home at Nimpo Lake in B.C.

Canada for float plane flyouts. Would enjoy communication with others of similar interests. Miss the big bird for flying and the great crews that I had the honor to work with, and also miss the big bucks!

Sure wish we had a management for UAL that really understood the airline and looked at it from a customer standpoint. Management always insulates itself from the ticket lines and hassle to fly UAL.

Thank you all that donate time and energy to RUPA!!! *Jim*

CHARLES H. SMITH, Jr—10808 Henderson Rd, Fairfax Sta, VA 22039

Dear Jock: I see by the old calendar on the wall that it's check in time once more. This time it's number eighteen - where does the time go?

Just returned from speed week in Daytona; this makes 20 years now, and many changes have taken place. I'm glad that things are slowly returning to normal - they have even opened the monument to sightseers.

My thanks to all who make RUPANEWS possible, it's a great publication. *Chuck*

Thanks for typing this for me. I don't type or have a computer. Check to Cleve.

It is always our commitment to ensure that all correspondents have access to our columns, we want to know what our members are up to - that doesn't necessarily mean that we want their regurgitations of the WSJ op-ed page; sufficient unto the day etc. Ed.

JACK R. STEIDL—13902 W. lake Kathleen Rd, SE, Renton, WA 98059

Kate and I are in good health. Had many adventures last year-I do a lot of traveling.

I see that Plug White finally made an appearance on these pages last month. According to the figures he gave us, he is now 82 years old; same age as I.

However, he was two years senior to me when we both retired in 1979 (the first time). I did my last goodbye in 1990, which gave me a proud record of 46 years in the cockpit! Plug says he just said goodbye in October 2001. Can my math be correct? That means he had 59 years in the UA saddle! That's got to be an all time record. Congratulations PLUG! *Jack*

S.W. BILL STOKES—3753 Meadowbrook Cir, Idaho Falls, ID 83406 swstokes7472@msn.com

Dear Cleve, Here is a check which should catch me up to my birthday at which time I'll be sending some more postage. I hope all is well with you and the RUPA NEWS corporation. Note the small c. Like everyone else, I am in awe of what you guys do for all the rest of us. Here in Idaho the snow is melting and maybe we'll see the lawn again soon. Thanks. Sincerely, *Bill*

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

Dear Jock, The RUPANEWS gets better and better! Thank you for your effort and the efforts of those who write informative letters about their active and useful lives, such as Lou Schuler's post 911 letter and that of Hal Sprogis in the February issue. Bunny and I stay busy with children, grand children and sailing. Ten years ago today I departed on my last trip ID out of ORD, how quickly time flies! CK is in the mail. *Norwin*

GARY W. TEST—12475 Highgate Ln, Gloucester, VA 23061--SFO/LAX/DCA

Dear Jock, Two years of retirement and I am already six weeks late with this missive. I did manage to get the check in the mail to Cleve only eight days late.

Last year this time we were out for bids to build our new house after more than a year of architects and planning. When the bids started coming in, we decided to look at the existing market to see what we would be getting for all those dollars would compare. In the process, we found an existing 5-year-old home on the same river that had everything we were going to spend months of agony trying to get. We bought it and cancelled the building project. May 1st we left Las Vegas for retired life on the Piankatank River in Virginia. In late September, we spent a week in Montego Bay, Jamaica for our daughter's wedding. It was a beautiful wedding, a great time and good therapy for the events of 9/11. In late October we took delivery of our new 27-foot Grady White offshore fishing boat. In November, during an oyster festival, my wife had an attack of shortness of breath and pain in her upper arms. It only lasted a couple of minutes, but we made mental note of it. Then in mid-December, while Christmas shopping, it happened again. We hadn't gotten a family doctor since the move, so we found one and off she

went. He had her do a stress test, which came back abnormal. Then it was off to a cardiologist who said it didn't seem too serious; but we should schedule her for a heart catheterization after the holidays. On January 9th she went for the catheterization. It turns out it was serious. She was transported from that table to another hospital and straight into the operating room for an emergency triple by-pass. After the week in the hospital, she's had a subsequent problem with postoperative fluid in her left lung, but is doing much better now. She starts rehab tomorrow and is back working hard in her CPA business. The whole thing was quite a surprise, because we've both had very good health and the good news is that she never did have a heart attack.

My birthday and our 40th wedding anniversary were celebrated in the hospital, which partially explains why I am so late writing. By the way, so far, BCBS has taken care of everything without a problem.

All in all it has been a good year and we are looking forward to another one. *Gary*

ROBERT TINSLEY—651 Oakwood Place, Titusville FL 32780

Ten years passed before I forgot my birthday. Check will follow by snail-mail.

Fairly uneventful year. One highlight was a visit to friends in England. Ten days in Portsmouth close to the Navy Base, where we attended the International Festival of the Sea. Another couple of days near the Thames River well upstream of London. I was pleasantly surprised to find how beautiful that area is.

We returned exactly one week before 9/11. Have flown UAL only once since then. It was not as much of a hassle as I had expected. All the UAL people I dealt with were most cordial. I love my retirement, but I miss the great folks I worked with. Putting up with me could not have been easy! Our long-time campground in western N.C. got sold to a real estate developer, so we'll have to find a new summer place.

Every year, we attend a Tinsley family reunion, usually in southern Maryland, which affords us the opportunity to accept the marvelous hospitality of Bernie & Bonnie Schwartzman. We usually manage to get together with E.K. and Betty Williams at those times.

A few days ago, we had dinner with Ray (new-hire classmate) & Mary Babineau, who keep a winter place about an hour away.

I still write my regular column, play lousy golf, and barge around in my L-19 Bird Dog. I just realized I've had that fun machine for 15 years.

Y'know, the last 10 years have zipped by in a flash. That means the next 10 will pass even faster. Scary. On the other hand, never regret getting older--it is a privilege denied many. *Bob*

JAMES M. TROSKY—34708 N. Nokomis Trail, McHenry, IL 60050 N2999C@aol.com

Jock, Still lovin' retirement. Sold the 182....was starting to look too much like a 400...and flying like one as well. The Cub will have to suffice.

Same first wife, same kids, same house, new dog.... great life! Health is excellent, golf is getting better, still some money left in the pension plans, PHX is great in the winter, and Chicago and Wisconsin just fine during the rest of the year.

Keep up the good work. I appreciate all of you. *Jim*

RICHARD U. VAN DYKE—303 Adclare Rd #212B, Rockville, MD 20850 301-610-7516

Dear Capt. Spring, I am writing to notify you of an address change for Richard, which is listed above.

Richard is a retired dispatcher and would love to hear from any of the people whom he used to work with. Sincerely, *Beatrice Van Dyke*

KENNETH H. WHEELER—2982 E. Military Rd, Zanesville, OH 43701 jadec@globalco.net
DENTK, ORDFO, CLEFO, ORDFO.

Finishing five years of retirement, and I don't have it right yet. Check is in the mail to Cleve a month early. Sorry, no excuse sir! Things are going pretty well with Nancy and I. It's been almost a year since my Dad died at age 86. Nancy's Mom is living with us, at age 87, and hanging in pretty well. Doesn't the book say something about honoring Father and Mother?

My golf score is terrible, but the fresh air and sunshine are good for me. I'm stuck this year as president of the Muskingum County {Ohio} Country Music Hall of Fame, and I try to do my share of pickin' and grinnin' {I'm better at grinnin'}. A high school classmate and I sang in a quartet in school, about 46 years ago, and are now singing

together in a barbershop quartet named Occasionally Yours, to describe our rehearsal schedule. Last year I was honored be being elected to the AHSOW Hall of Fame. That is the Ancient Harmonious Society of Woodshedders, so you can see that we take ourselves very seriously! I will soon be getting into the adult literacy program, helping adults learn to read. Maybe that degree in education will come in handy after all. Thanks and keep up the good work. You know you're getting old when your wife decides to give up sex for Lent, and you don't find out about it until Good Friday. Cheers, *Ken*

JAMES B. WILDER—64 Hickory Ln, Roxbury, CT 06783

One year since my last flight for UAL! No serious withdrawal symptoms, but there's still not enough time to do all the things I want to do. Major trip of the year was to travel the Hurtigruten from Bergen to Kirkeness, Norway aboard the Polarlys. We'd talked about taking the trip for more than thirty years but could never make the necessary reservations for lack of confidence in vacation bidding. This working coastal freighter/postal ship had very nice accommodations and great food and the weather was perfect. We observed the summer solstice at North Cape, Europe's northern most point. An all around great experience. Like everyone else, I enjoy the fruits of your efforts on the RUPANEWS. Thank you! Also, thanks to everyone who sends along a note to "share what's happening". *Jim & Aino*

PETE WILLIAMS— 2250 Cove Dr., Oak Harbor, WA 98277

Hello to All, Peg and I are continuing to enjoy Southern California in the winter and the Pacific NW in the summer. Our daughter, Kathleen, is getting married in May in the Desert and they will live in L.A. When Hazel O'Leary (Secty of Energy under Clinton, forced to resign) was appointed to the Board of Directors of UAL, I began to be concerned about top management. It is a helpless feeling to read about UAL's troubles. Who could have imagined in 1984, when I retired, that UAL would be in such a mess today. Jock, a huge thanks to you and your helpers for the

DICK WOODIN—PO Box 1877, Kenai, AK 99611 (SEA '54 - '88

Greetings from Alaska. I'm recovering quite nicely, thank you, from a rather severe case of cabin fever. I've not felt so affected by previous winters, but this past one seemed particularly oppressive from October through February. The longer, sunny days of March along with some flying in CAP planes and my RC models have done wonders for my disposition. All I need now is a couple of fishing trips to complete the cure. To celebrate my birthday tomorrow, I plan to give a dual night cross-country to a friend who is working on a commercial license. We will fly a C-206 from Kenai to Talkeetna and return. For his required 100-mile dual X-C day trip we will fly his PA-12 on skis to Lake Clark National Park and go ice fishing. I'm sure this sounds pretty dull to the guys who are out there flying executive jets and such, but it suits this country boy just fine. For those who are interested in Alaska, I recommend a book titled "Looking for Alaska" by Peter Jenkins. The author only lived in Alaska for 18 months, but did a remarkable job of describing the land and the people in his short exposure. I particularly enjoyed it because many of the people and places mentioned are familiar to me. My sincere thanks to Jock for a GREAT job with the News. *Dick*



Here's a photo of Carl Jordan at the age of 18 months, resplendent in helmet, goggles and parachute. ("I sure look a lot like Brad Pitt, don't you think?"), says Carl.)

IN MEMORIAM

JOE CARNES

Jock: Here is an article about Joe Carnes that I wrote. Hope you can run at least some of it in the next issue of RUPANEWS. Thanks, Rob McCutcheon

Joe Carnes died on October 26th from cancer and heart failure. He retired from United in August of 1997. Joe spent most of his career in Chicago and was laid to rest near his home in Crystal Lake, Illinois.

Joe was a very active person. He was the first one to volunteer to help with just about anything for anyone. There were efforts made for several years to try to get a Retired United Pilots lunch started in McHenry County. These efforts came to nothing until Joe got involved about two years ago. We now have a very active group in McHenry County and had 91 retired pilots attend the last luncheon. Joe also was one of the driving forces behind the Raue Center for the Arts here in Crystal Lake. Joe was a Grand Knight of the Knights of Columbus, was formerly the Park District Board president, and Chair of the ALPA Aero medical committee.

Joe had a great sense of humor and a positive outlook on life and this tended to rub off on everyone around him. If you were down in the dumps or mad he could usually pull you out of it. He seldom had a bad word to say about anyone....if you griped about somebody he would say something positive about them in return. Many people have said that there are not many like Joe Carnes in this world.

But Joe's biggest attribute and one that we'll always remember him for was his love of people. As someone said the other day, you never went anywhere that Joe didn't know someone. Joe loved to be around people, talk, joke and laugh. I think that Joe was such a happy person because, not only did he have a great wife and family, but he cared for and helped so many people. Maybe he was showing the rest of us the way to true happiness...what a great legacy for him to leave us.

CARL E. RECKNAGEL, resident of Santa Barbara, California, for 43 years, died at age 95 on February 19, 2002, at the Samarkand Retirement Community in Santa Barbara, where he had resided for nearly two years. A former airline pilot with United Airlines for 33 years, Captain Recknagel was a native of Springfield, Ohio, born in 1906, the first child of Emil & Pearl Recknagel. He studied Chemical Engineering at the University of Cincinnati in the 1920s, where, having an early interest in flying, he was a member of the U.S. Army Air Corp Reserve Officers Training Corps. He was called to active duty and became a Flying Cadet in the U.S. Army Air Corps at March Field, California, in 1929, graduating in 1930. He was a member of the U.S. Army Air Corps Third Attack Group from 1930-1932, after which he resigned from active duty, remaining active as a Reserve Officer from 1932. After marrying his first wife, Elizabeth M. Spence of Tyler, Texas, in 1932, he began civilian employment in 1933 as a Copilot with United Airlines out of Chicago and commenced a 33-year career as an airline pilot, holding the rank of Captain from 1934. With the entrance of the United States into World War 2, he was recalled to active duty in 1942 and flew as a pilot for the Air Transport Command of the U.S. Army Air Force. He was discharged in 1946, remaining as a reserve officer after that. Returning to civilian life he continued to fly with United Airlines as a Senior Pilot for another twenty years until his retirement in 1966. In the latter part of his flying career he was one of the senior pilots with United chosen as the first ones to fly the then new DC-8 commercial jet aircraft, which came into service in 1958.

Captain Recknagel was a well-known and active resident of Santa Barbara in his retirement years, and one of the first residents of Campanil Hill in that city. He was a member of the Santa Barbara Men's Garden Club, the Mackenzie Park Lawn Bowling Club, and the Cosmopolitan Club. He also was an early and valued member of the Goleta-Santa Barbara Air Heritage Museum. His autobiography, *Just Off the Ground: Recollections of an Aviator*, was published by the Fithian Press in Santa Barbara in 1993. During the past more than three decades he and his wife traveled extensively throughout the world.

His only child, Margaret M. Cox of Brisbane, Australia, predeceased Captain Recknagel. He is survived by his second wife, of 35 years, Mary Leppla Recknagel of Santa Barbara, California; his son-in-law, James R. Cox of Brisbane, Australia; his grand-children, Elizabeth Ann McKenzie of Santa Cruz, California, and Catherine Emily Cox of Brisbane, Australia; his great-grand-children, Nicholas Robert Forbes and William Stuart Woodhams of Santa Cruz, California; his brother and sister-in-law, Mr. & Mrs. Paul Recknagel of Springfield, Ohio; his two nieces, Lynn Recknagel Wilson of Dallas, Texas, and Jan Recknagel Dunmire of

Springfield, Ohio; his nephew, John Recknagel of Springfield, Ohio; and his two step-children, Michael Leppla and Patricia Wilson of Livermore, California.

In lieu of flowers, donations may be made in Captain Recknagel's name to "Habitat for Humanity International", P.O. Box 1729, Americus, GA 31709-1729.

DWIGHT H. LUNDBERG

I am writing this letter about my husband, Dwight H. Lundberg. He passed away on January 5, 2002; is now "flying with the angels."

On the night of Christmas Day we had to rush him to the hospital having difficulty breathing. He had bacterial pneumonia; so was put on a respirator. After having lung cancer six years ago, his lungs were not strong enough to fight it.

Then on January 4th our son, Garry, and I had to make the decision to remove the respirator. Dwight had been very adamant for some time about never wanting to live on a machine. Dwight was born April 17, 1922 in Red Oak, Iowa. He was raised south of Red Oak and graduated from Coburg High School. He entered the United States Army Airforce on August 10, 1942 and served as a pilot. He was discharge on October 28, 1945. He was united in marriage to Arline Pearson on April 11, 1945 at Omaha, Nebraska. Dwight worked for United Airlines as a pilot, retiring in 1982. They lived many years in southern California and moved to Kerrville, Texas in the spring of 1998. He was a member of the Retired United Airline Pilots Assn.

He was preceded in death by our daughter, Cheryl (Lundberg) Johnson. Dwight is survived by his wife, Arline, of fifty-six years; a son, Garry, of San Antonio, Texas; three grandsons; three great-grandchildren; a sister and four brothers.

Dwight is surely missed! God's Peace and Comfort are so real! Sincerely, *Arline Lundberg*

LAM VAN HOUSEN wife of Robert Van Housen —PO Box 1005, Anna Maria, FL 34216

It is with a very heavy heart that I have just lost the true love of my life of less than five years - Lam. She passed away on March 3 with her family, myself and my daughter, Karen, by her side.

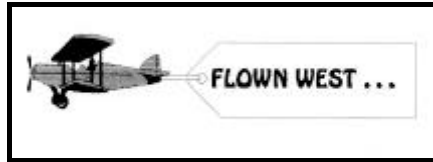
The past year and a half has been a rough one for her and family. First a lumpectomy early last year and complete recovery only to find out last Sept. that she had esophageal cancer. She chose to come here to Mobile for treatment and to be with family. She went thru 25 radiations and 4 chemos and had it licked. That made her prime for an operation, which was successfully performed on the 21st of January. She did well the first couple days and then developed ARDS (Acute Respiratory Distress Syndrome). She showed improvement for a few weeks but then her numbers started back down and there was no stopping it. She was in ICU for six weeks before she passed away. She was a valiant lady and a real fighter.

During our few short years together, Lam made and enjoyed many friends with RUPA. She enjoyed the luncheons, cruises and conventions. She will be missed by many but most of all by me. *Van* P.S. Cleve had temporarily changed my address to Mobile and unfortunately it was published in the new directory. Please change it back to my Anna Maria address in Florida.

WRAY CLOYD, 83, died peacefully at his home in Santa Cruz County March 7, 2002, from prostate cancer detected too late. He is survived by his beloved wife Connie, and two children Jerry and Bonnie.

Wray and I first met in SFO in 1950, flying the DC-3 to RNO and SLC. He was not only an experienced and skilful pilot, but an interesting conversationalist, with wide interests in science, nature, and people, and a love of travel.

Born east of LAX in August 1918, his one dream was to fly. He was accepted in the Air Corp in October 1941, going into instructing in the Training Command, where he got to fly his favorite, the P-51. Hired by United in 1946, he flew our of PDX and SEA until furloughed. Married, with two children, he flew for Alaska Air Lines, then briefly for a nonsked, until he found safer flying doing crop dusting. Recalled by United in CHI, he transferred to SFO as soon as he could, and stayed, to eventually retire off the DC-10. Thirty two years had passed too quickly. As a skilled craftsman, he then put his time into his house and property in Santa Cruz County, just west of the ridgeline above Los Gatos. In 1989, Loma Prieta, with an epicenter less than a mile away, completely trashed their house and nearly everything in it, throwing Connie in to the fish pool, but leaving them relatively uninjured. Within a month, they had their plans to rebuild, five years later a new and safer home. Wray loved flying and its travel advantages. Connie and Wray had friends in many places. An Air India Captain they met insisted that they stay with him for a month and take part in a family wedding. For all of us, it has been a privilege knowing Wray. From John Gowen



| | |
|---------------------|------------|
| *Ken Bailey | 3/12/2002 |
| Joseph M. Carnes | 10/26/2001 |
| Wray V. Cloyd, Jr. | 3/7/2002 |
| Edward F. Cullerton | 3/2/2002 |
| Dwight Lundberg | 1/5/2002 |
| Robert A. Posgate | 3/1/2002 |
| Carl Recknagel | 2/19/2002 |

* *Indicates 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

- 2nd 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
3rd Thu. LAX—*Hacienda (Even Months) Billingsley's (Odd Months)*
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: April 21, 2002

Mailing: May 1, 2002



PERIODICALS

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