



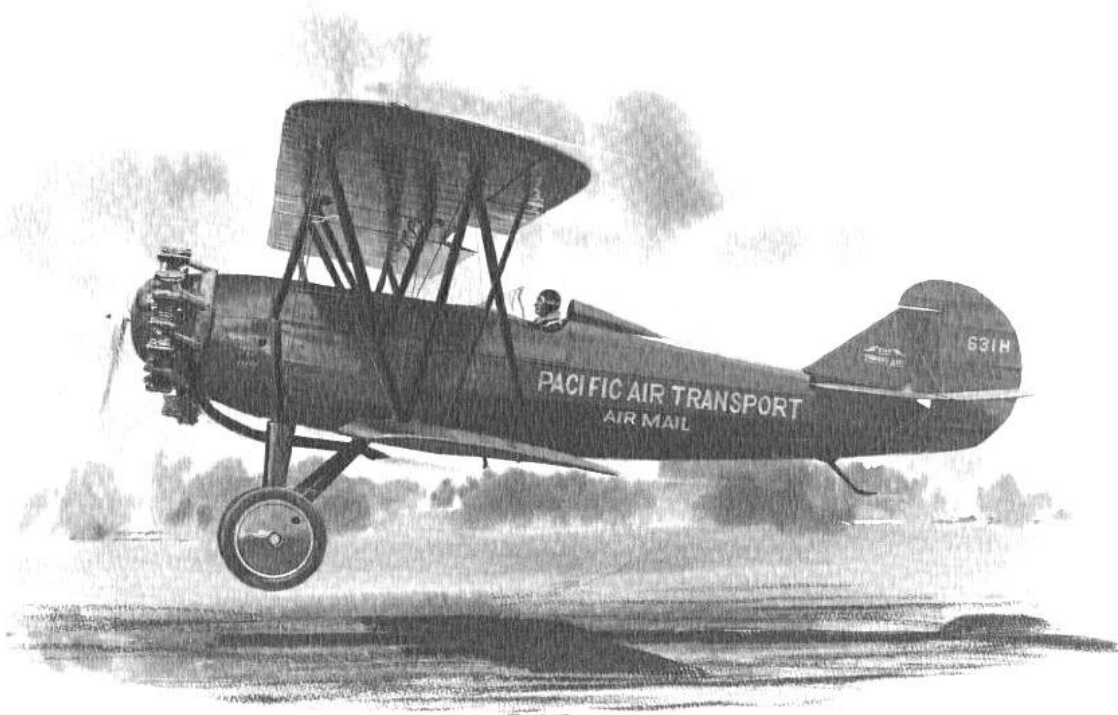
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 5

(Journal 514)

May, 2002



Nylon Goddard
TRAVEL AIR BM-4000
1929

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RUPANEWS

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PRESIDENTS MESSAGE

Just received a phone call from Cleve Spring, as he and Bruce McLeod are our substitute layout team for the May *RUPANEWS*. He told me I have just three hours to get this letter to them. So this will be short and sweet. Georgia and I just returned from the Washington D.C. area, where we attended the Eddie O'Donnell Luncheon. They welcomed us with open arms and treated us like long lost brethren. I would like to thank E. K. Williams for allowing us to be their guests. I would also like to thank Jerry Goebel who made it his mission to see that we met all the other attendees. Their guest speakers, Herb Pettit and Walt Clark, were very interesting and spoke on subjects both timely and appropriate for this group. This was my first luncheon out of the "area". I hope to attend many more during my tenure as your President. Also attending was Jackie Abel our Widows' Coordinator. It was good to meet her for the first time. Fraternally, *Rich*

WIDOWS' COORDINATOR

JACKIE PANCOAST ABEL, Huntington Beach, CA 92649

Hello Ladies, I haven't had news to report to you, so haven't written in quite a while.

Companion Passes --- Still no success. I am going to make one last effort, with ALPA, and if that fails to get a response ----- I don't know what else to do.

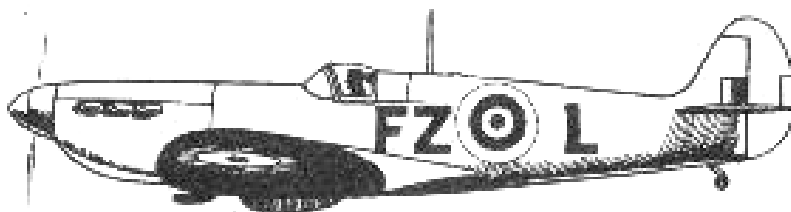
I just returned from the DCA RUPA April luncheon. I had the pleasure of meeting RUPA's new President, Rich Bouska and his charming wife, Georgia, who were also in attendance at this luncheon.

Widows --- Although my articles in the *RUPANEWS* are infrequent, I am still here for you, if the need arises.

Til the next time, *Jackie*

LAST OF THE SPITFIRES GROUNDED IN STYLE

Guardian -- The last Spitfire ever built is to go on display in a giant museum hall at Duxford, the Cambridgeshire base where one of the most famous planes in British aviation history came into service in 1938. A heritage lottery grant of £9m and a £5m grant from BAE Systems, towards the £19.3m project, will be announced today. The grant comes as part of a raft of awards being given to projects around the country, with the National History Museum emerging as one of the major beneficiaries. <http://airlinebiz.com/wire/08022001> (See Full Story!)



UNITED PULLS PLUG ON AVOLAR JET UNIT

March 22, 2002 By REUTERS CHICAGO (Reuters) - UAL Corp. (news/quote)

UAL, parent of United Airlines, said on Friday that it will shut its business jet unit, Avolar, after finding no viable options for the company in an industry hurt by the Sept. 11 attacks and the weak economy.

UAL Corp. said earlier in March that it had stopped seeking outside investors for Avolar, which offered part ownership in corporate jets, and planned no further investment of its own.

UAL formed Avolar in May 2001 to tap corporate America's appetite for business jet travel, but the No. 2 U.S. carrier posted an industry record net loss of \$2.1 billion last year following the attacks and the weak economy.

Closing Avolar will protect United from further financial exposure and help it focus on core business as the carrier moves toward recovery, UAL said. UAL has started to notify Avolar customers of the closing and anticipates an orderly shutdown, it said.

**PLEASE SEND ALL
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Or

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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. 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: Travel Air BM-4000

Hollywood movie producers of World War I films, such as Wings, discovered in the mid-1920's that the Travel Air biplane, with its "elephant ear" balanced control surfaces, could pass for a Fokker D-7.

These "Hollywood Fokkers" were the A-4000 Travel Airs, introduced in 1925 and destined to be the last of their breed, as later crafts had fully-rounded wing tips,

The BM-4000 was powered by a nine cylinder Wright J-5 engine and was originally designed as a sport craft. When air mail was opened to commercial interests, the plane was modified to carry cargo, Pacific Air Transport, for example, adopted the 3 seater sport plane to carry mail and cargo in the front cockpit, instead of passengers, on its Los Angeles-Seattle route,

The Travel Air series of planes owed its success to many designers, engineers, and entrepreneurs. Messrs, Stearman, Beech, Cessna, and their best "right hands" contributed basics that helped cast the die for the aircraft that today fly the "Friendly Skies"

Pacific Air Transport, founded in January 1926 by Vern Gorst, purchased Claude Ryan's Model 2 to launch its CAM Route, Two years later Pacific Air Transport and Boeing Air Transport joined and became United Airlines.

Technical Data:

Power Plant: 225 h.p. Wright J-5

Maximum Speed: 130 mph

Upper Wing Span: 33'

Payload: 425 lbs. with 60# fuel

Lower Wing Span: 28'10"

Range: 550 miles

Length: 23'4"

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 is 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	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*

THE REAL STORY OF THE PANAMA CANAL

David McCullough, well-known author, has written a comprehensive book on the creation of the Panama Canal. He is the only author, historian and teacher to receive the Francis Parkman Prize twice. He has also received the Pulitzer Prize and numerous other book awards for history and for biography. The book is "The Path Between the Seas". I read this book before our first trip to the Panama Canal and found it greatly increased my appreciation of this outstanding engineering event that took place from 1904 to 1914. What makes this book especially interesting is the first part, which deals with the French attempt and failure to build the Canal and our acquisition of the rights from the new revolutionary Panama government. McCullough unravels the complicated and sometimes obscure story that lies behind the acquisition and construction of the Canal. On most cruise ships that go into the Canal, a video will be shown and a person will make commentary about it. I can assure you that you will know four times more than this person if you read this book, which I heartily recommend. I wish you calm seas, bright sun and warm weather. Sincerely, *Jim Noble*

DANA POINT RUPA LUNCH

The Dana Point Lunch group met April 16th and had some good laughs. Lunch on the outside deck was enjoyed by all.

Present were Rick Hoefler, Bill Rollins, Joe Udovch, Ted Simmons, Park Ames, Pete Hansen, Bruce Dunkle, Bob Fuhrman, Ed Judd, Bill Meyer, Jerry Meyer. Carlos where were you? Also missing was regular Tony Testa. He was excused. Seems he had a Hip replaced. On Monday the 15th of April. Best wishes Tony for a great recovery!!

A friend gave me a copy of *Pionair Times*, the Official In-flight Newspaper of Pionair Adventures Limited of Christchurch, NZ. Within was an interesting article on a Richard Pearse, who is believed to have flown a two-cylinder tricycle plane on the 31st of March 1902. The plane had a vertical rudder and a propeller that faced forward of the engine. The plane even had ailerons! This was 9 months ahead of the Wright Brothers?...But 100 years ago. How did they keep time down under? Maybe this man deserves more recognition than he has been given.

Of a more personal note, I was checking my PDAP, <http://retirement.russell.com/ualpdap>, to see if my account was in balance after a routine Partial Rollover to another IRA and found Zero balance...After many phone calls I finally got someone to admit they had made a mistake...but for 14 days my account had been sold out without my authorization.

Their letter dated April 12, 2002 apologized for the account error. Seems the partial payout became a lump sum payout. I still do not know where the payout went for that period between 20th of March and 3rd of April when the account was balanced. Their letter went on to say that they have modified existing procedure to insure that such an error does not occur in the future. I wonder if anyone else has had this sort of problem with their PDAP? I have always known I needed a good Co-Pilot!

Next Dana Point Lunch May 21st. Regards, *Ted*

DENVER GOOD OLE BOYS

Dick Wagner, Golden, CO, 16 April 2002. We had 21 "Good Ole Boys" on this windy Spring day, and especially enjoyed the Varga pinups that Joe Kenney had clipped from his Air Force magazine.

We are looking forward to Ladies Day on 18 June, so mark your calendars. I had some calls on the misprint on the back of the RUPA News of the incorrect meeting day, third Tuesday of each month, NOT Thursday. [*Don't shoot the kelp, they are doing their best under difficulties. E*]

We always meet the third Tuesday of the month; 21 May at American Legion, Post #1, I-25 and Yale, one block east of I-25 on the south side of Yale, 1130 hrs. Present were:

Curly Baker, Bob Clipson, R.O. Stewart, Dick Wagner, Charles Fellows, Ray Bowman, Tom Hudgens, Jack Turner, Dick Brinkworth, Ed Schumacher, Jim Harris, Rick Madsen, Maury Mahoney, Joe Kenney, Phil

GOLD COAST LUNCHEON

The last lunch for the early 2002 meetings was held at the *Flaming Pit Restaurant* on April 11th. Considering that Sun and Fun was in progress in Lakeland, the attendance was quite good. Bob Fiedler, who I began training with in 1964, came down from Jupiter. Bill Lancaster came up from Miami. He left relatively early, since he can only stand being around people who speak English for a limited period. Dick Wiley looks like he just crawled out from under a rock in the Everglades. I don't think he has shaved since his last trip. Must be some sort of a protest. Stan Blaschke read a thank you note from Carl McQuigg's wife for a birthday card the group had sent him. Carl is 92 now and has been unable to come to our meetings of late. We miss him. We were all saddened to learn of the death of Bill Hellerstedt. He was a former Capital pilot from Minneapolis. Also, Bill Henderson has suffered a stroke and is in Manor Pines Convalescent Center in Fort Lauderdale. It is at 1701 NE 26th Street. We all wish Bill a speedy recovery. In attendance on Thursday were Jimmy Carter, Sid Sigwald, Walt Kimmey, Earl Harned, Bob Fidler, Hank Fischer, Stan Blaschke, Dave Peat, Dick Bodner, Terry Lewis, Peter Gallant, Bill Lancaster, Dick Wiley, Paul Dunne, Tom Llewellyn, Les Eaton, Jack Wink, Ned Rankin, Lyn Wordell Warren Hepler and me, Jerry Bradley.

All of us in the Southeast wish everyone a great summer, and you will hear from us again in October for our first fall meeting.

LAX LUNCHEON

A beautiful Southern California brought out 25 RUPA members and guests for lunch in El Segundo. Here are those who attended:

Hilda and Herb Goodrich, Walt Albright, Jim Turner, Shirley and Jack Hanson, Ken Kuecker, John Joyce, Joyann and Jack Moore, Barney Barnhouse, Walt Tyler, Edna and Lee Cameron, Gene Gawenda, Dave Tank Arvid von Nordenflycht, Jim Rollins, Bob Mosher, Loyd Kenworthy, Charles Barnard, Norm Witt, Glenn Schwarz, Ken Williams, Me.

We meet on the third Thursday of the month. Odd numbered months at Billingsleys in Van Nuys and even months at the Hacienda in El Segundo. All lunches are coed. *Rex* May-wrecksmay@aol.com

NORTHWEST ILLINOIS RUPA LUNCH

Once again Linda McCutcheon and Eva Wedel handled the check-in in fine style. Since they have been doing this, the count seems to come out a lot better than when Rob and Claude were doing it.

Sandy Carnes was able to come and all were glad to see her. Milt Jensen provided the M.C. duties to the enjoyment of all. The information was provided that over \$17,000.00 has been donated to the Joe Carnes Scholarship fund. Big thanks to all who contributed. Some fortunate and deserving Crystal Lake South High Student will get a nice check each year from now on. Robert Kelly is the main man in this endeavor. Bravo Zulu Bob.

Attendees: Tom & Barb Amley, Willie & Lois Anderson, Don & Joan Anderson, LeRoy & Eva Bair, Ken & Muriel Bergsma, Dale & Glenys Bird, Ted Bochniarz, George Bracke, Glynn & Brenda Bradley, Bruce Carey, Sandy Carnes, Gene Conrad, Roger & Sue Dreher, Jim Enright, Tom Fasiang, Jan Gawenda, Buck Goodman, Bob & Sherry Gore, Vince Hammond, Mike Heperlin, Jim Higbea, George Keller, John Leroy, Doc Manny, George Mathes, Rob & Linda McCutcheon, Will Murray, Ceil & Bill Myers, Marjorie & Howard Nelson, Claude Nickell, Ray Potsic, George Pylawka, Bill & Johnnie Silvester, Donald J Smith, George Sorenson, Bernie & Rachel Sterner, John Thomas, John Wade, Tom & Eva Wedel, Paul & Linda Wember, Jerry Westfall.

RUPA NORTH COASTERS

April 18, 2002. The Cleveland Crazies once again filled the "library" room at T.J.'s restaurant in beautiful downtown Wooster, Ohio today. JoAnne Orr was pressed into service as the limo driver to pick up Dick Sanders, Al Cavallaro, and Bob Olsen at the Wayne County airport. Now that is real service!! With 21 of

us in attendance, extra chairs and place settings had to be provided. While the usual refreshments were being served, the increasing number of conversations raised the decibel level to such a din that ear protection was almost needed. We were wondering if things were getting too warm in Florida, since Bob Spillman and Pete and Anne Granata joined us from the citrus state. When Vickie, our trusty waitress, brought our lunches, things quieted down enough to permit several announcements to be heard. Bob Olsen reminded us that he is hosting a party tomorrow in Avon Lake, Ohio and all are welcome. Ken Wheeler (a.k.a. "Music Man") invited all to attend a gathering of barber-shop singers in Zanesville next weekend. His group will perform along with several others. Richard McMakin gave the details about the Cleveland Crazies Mid-Summer's Do which he is hosting on June 22, 2002. This will replace the June luncheon at TJ's. We will return to the usual schedule in July. Others in attendance were: Harv and Pat Morris, Phil Jach, Keith McCormick, Ed Griffith, Bill Dilzell, Gene White, Don Kauer, Rick and Ronnie Ogden and Jim Burrill. The after-lunch conversation turned to the question of aircraft security and pilot and flight attendant training. Our working pilots, Harv Morris and Keith McCormick, gave us a clear picture of where things stand now--- and a look at the future. Then, back to the usual jokes and conversations to finish and close the gathering. As always, every luncheon is co-ed, and wheels are provided from the Wayne County Airport. Call 330-262-5811. Respectfully submitted, Dick Orr

RUPA WASHINGTON AREA LUNCHEON

RUPA Washington Area Eddie O'Donnell Luncheon Wednesday April 17, 2002 Rich and Georgia Bouska left the cool temperatures of San Francisco for the record 98° heat of Northern Virginia and exhibited their best behavior at the Eddie O'Donnell Luncheon on Wednesday, April 17, 2002. The social temperature amongst the 84 attendees inside the *Belle Haven Country Club* rivaled the temperature outside. The social hour before lunch was livened by the lilting voices and laughter of 32 ladies. While the presence of each of them was appreciated, it must be noted that Jackie Abel, RUPA Widow Coordinator, had ventured from Southern California to be a part of the lunchtime festivities. It was her first venture into the NRSA travel scene since her illness of last year and we were pleased that she chose to visit us. Ed Miller called us to the tables and led the group in a moment of silence, as is our custom. We remembered Chuck Smith, Lam Van Housen, Bill Bartel, Bill McBride and Carl Miller who have Flown West since our last lunch. We remember the pleasure of their company and give thanks for the part they played in our lives and in our profession.

After lunch, Ed introduced DCAFO Assistant Chief Pilot, Walt Clark, and Mr. Herb Petitt, DCAFO Manager of Administration. They gave us a run-down on the progress of recovery at UAL and the schedule increases planned for IAD. It was pointed out that the number of furloughs is about half the number predicted. Captain Clark gave us an outline of the new security-training course for pilots and showed us an example of the Taser Weapon chosen for the cockpit by UAL. Their presentations were very interesting and did elicit many questions. We appreciate their taking the time to be with us and to give us an insight into what is happening in the Washington Domicile.

We then got into a period of time devoted to announcements and expression of appreciation. Thanks and appreciation were expressed to Theresa Ruddy who created a floral arrangement for each table. Thanks to Tom Cosgrove, Joe Soltis, Hal Cockerill and Fred Streb for assistance with the reservations and the registration of attendees. We greatly appreciate Chuck Beatley for once again sponsoring RUPA at the country club.

RUPA President, Rich Bouska, greeted the group and made a pitch for RUPA membership. Rich expressed intent to visit each of the RUPA groups. He and Georgia will add a touch of class to your gathering. Jerry Goebel reported that Andy Yates, Chuck Beatley, Ofelia Nickel and Powell Williams had all undergone surgery recently and are progressing in recovery. He reported that Deke Clark was being transferred to Florida to receive long term rehabilitation near the home of his son. We wish each of these and Jock Savage positive progress in recovery.

Recognition was given to first time attendees Jim and Charlotte Turner, John Wade, Gil and Pat Coshland, Cecil and Karen McLeod, and Wade and Bernadette Weeks. Come on back, ya hear?

Wednesday July 17th will be a Stag Luncheon and will feature a video shown on the big screen. The historical video features interior, exterior and in-flight footage of UAL aircraft including the one and only three tailed DC-4. Ray Kelly who was part of the UAL engineering department from the 30s until retirement in 1970 narrates the video.

By the time you read this Herb Petitt will have retired. Herb is rounding third and sliding into home with retirement on April 30th. Herb was presented with a clock inscribed with appreciation from the Washington Area RUPA group. A clock commemorating the time he spent assisting individuals during his years on the Crew Desk and in Flight Office Administration. Thank you Herb for your friendship and the integrity with which you did your job.

Please note the following: AOL gives 10% discount to AARP members. Keyword AARP and at the bottom of the window click on Discount and look for the sign-up.

The annual Washington Flight Office/Council 11 Pig Roast is planned for October 5, 2002. More information when I get it.

There is breakfast in Leesburg on the first Friday of each month and breakfast in Manassas on the second Friday of each month. Contact Dave Malone, malonehouse@msn.com.

The Golden Vessel of uncertain heritage was brought forth and Dave Malone dared to reach into the depths and draw tickets for Bob Van Housen and Chuck Beatley, who were excited to take home the prized fruit of Loudoun County. In place of Arthur Anderson, Hal Cockerill checked the validity of their winning tickets.

In attendance today were the following; Jackie Abel, Lineke Andes, Paul Andes, Chuck Beatley, Marge Beatley, Jon Beckett, Ray Best, Georgia Bouska, Richard Bouska, Bud Boyd, Helen Boyd, Bill Carrigg, Walt Clark, Hal Cockerill, Tom Coffey, Gary Cook, Linda Cook, Tom Cosgrove, Gil Coshland, Pat Coshland, Ed Crowther, Billy Davis, Carolyn Davis, Ed Duffy, Peg Duffy, Dick Edwards, George Elliott, Roy Ellis, Jack Evans, Jeannie Evans, Brad Fleming, Judith Fleming, Jane Floege, Eleanor Forsythe, Jean Franklin, Dennis Getman, Jerry Goebel, Mary Ann Goebel, Betty Goodman, Bob Goodman, Tex Goppert, Jack Grooms, Ellen Grube, Larry Grube, Woody Hayes, Barbara Jones, Sandi Keffer, Tony Keffer, Roger Lemieux, Linda Liggett, Roy Liggett, Joyce Lopez, Don Mainwaring, Dave Malone, Frank McKenzie, Cecil McLeod, Karen McLeod, Lew Meyers, Ed Miller, Bill Nolan, Edna Nolan, Faith Osborn, George Paull, Herb Petitt, Laura Petitt, Bud Ruddy, Theresa Ruddy, Bernie Schwartzman, Bonnie Schwartzman, Ralph Sewell, Jerry Shuts, Joe Soltis, Fred Streb, Charlotte Turner, Jim Turner, Bob Van Housen, John Wade, Bernadette Weeks, Wade Weeks, Betty Williams, E.K. Williams, Betty Wolfe, Cliff Wolff.

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

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

With unbounded verbosity your reporter is, E.K. Williams

SAN DIEGO RUPA LUNCHEON

Jock, we had our luncheon this Tuesday, April 2, at the Quails Inn in San Marcus CA. Hugh Wilson, Don Trincik, Roy Holmes and myself were there. We are to hold our luncheons on the 2nd Tuesday of each month from now on. Thank you, *Bob Bowman*

TAMPA SUNDOWNERS

On April 18th, the Sundowners gathered for their monthly coed luncheon at Kissin Cuzzins Restaurant in Clearwater FL. Wally McCoy, a 747 Captain in ORD, briefed the group on all that is going on at UAL. Wally is retiring in Oct.

Our Condolences go out to Bob VanHousen and family for the loss of his wife, Lam, and to Jack and Toni Moran over the loss of their son earlier this month.,

Next months meeting will be Stag on May 16th at 11:30 at Cuzzins. Ken/Mat

MORE CATERPILLAR CLUB

PHIL NEUBIG - Caterpillar Qualified, but never applied. MDW-ORD '56-'89 mlneubig@aol.com
Cleve, My usual procrastination left me without a pin & this delay in submitting this.

On August 6th, 1958, on an instrument climb out from NAS Glenview, IL, I punched out of a Marine Corps F9F-6 'Cougar' between .95M & Mach 1 at 10,000' going straight down in a thunder storm over Waterford, WI. Probably Mach 1, since the farmer whose field the aircraft hit heard two bangs. The 1st - the sonic boom, the 2nd - the aircraft hitting his field leaving a 30' wide crater 8' deep.

I was on a x-country flight to Brookley Field, Mobile, AL to be with my wife and young son for the funeral of her father and grandmother who had both recently passed away.

My clearance was to climb out on a NW heading to 21,000' then reverse course and overhead the Northbrook VOR. Approaching 21,000' I looked down to change radio frequencies & when I looked back at the instruments my a/s had dropped to 150k., my gyro indicated wings level & needle ball said left hand turn. At that time I was bumped around in some pretty good turbulence and was flying strictly attitude and a/s, as the needle ball was bouncing from side to side. I pushed over to pick up some a/s & as I did the a/s went towards zero. Instead of being wings level, as I thought, I was evidently in a somewhat inverted position & pushing over I was actually pushing up & got into an inverted stall & spin. I had recovered from the stall but was still wrapped up in a spiral & still on the gauges & not knowing what was going on & with the a/s going through .95M & altimeter going thru 10,000', I decided to eject. At Mach 1 from 10,000' you have only 10 seconds to ground contact. I didn't blow my canopy. Previously a couple of pilots had gotten into trouble, blew their canopies but ended up dead in the a/c. They hadn't determined the reason they weren't able to eject after blowing their canopies. So it was squadron policy that if you were out of control & had to eject, to go thru the canopy - you would get banged up but you would get out. I guess I was the first to prove that theory correct - as I am here to tell about it. It was also squadron policy to get out before 10,000' for the above reason. Luckily the squadron had just installed the single point ejection system eliminating the previous three or four steps that had to be accomplished before ejecting. Now the only thing required was to blow or not blow the canopy & pull the face curtain.

However, the banged up part should not be de-emphasized. Four things happened going thru the canopy. First - It split my hard hat right in two. As I sat up high in the seat my head shared the load with the two spears on the top of the ejection seat, which were designed to bust open the canopy. They later found the two halves held together with the chinstrap in the field that I hit. Second - Going thru the Plexiglas my 'D' ring got snagged, arming my chute, eliminating the 3/4 sec. delay built in the barometric release which allows you 3/4 sec. to separate from the seat before the chute blossoms. So as soon as I separated from the seat, my chute blossomed & the seat went right thru it & took out eight panels. Also the two high-speed blow-out panels which are designed to blow during a high speed ejection to relieve the pressure to keep the chute from disintegrating also blew leaving a total of 10 panels missing from a 28 panel chute. Luckily, they were torn out symmetrically - 5 on each side. I descended pretty fast, busting both knees. My left arm was smashed & right shoulder dislocated going thru the canopy. However, the rapid descent was a stroke of luck because - Third - Going thru the canopy the toggles on my 'Mae West' also snagged on the Plexiglas, inflating it, pushing the chest strap of my chute harness up under my neck. I was almost strangled by the time I hit the ground. But luckily, I didn't hang long enough to actually strangle. There were two big rope burns on my neck, one from the chin strap of my helmet & the other from the chest strap of my chute harness. Fourth - I neglected to disconnect my oxygen mask prior to ejecting & it did just as they said it would - the hose would stretch to its limit, the coupling would release & come back & hit you right in the face. It did. But again, luckily, the windblast had my mouth blown wide open allowing the coupling to cut my three front teeth off in a perfect moon shape without cutting my lips!

Upon hitting the slip stream I was knocked out & the last thing I remembered was tumbling & thinking I had better pull the 'D' ring in case the barometric release did not operate at 10,000'. I know that I didn't. For, although I didn't know it at the time, my left forearm was smashed & right shoulder dislocated during the ejection. All of this did not 'smart' as I think your shock system takes over. Also, I did not experience the sensations that Bob Jones wrote about in Feb. '02.

The next thing I remembered was coming to for a few seconds on the way down, feeling a terrible pressure on my neck and couldn't see, as I was blinded. Swinging in the harness, the wind & the rain going thru the busted riggings sounded like the rigging on a sailing ship. My last thought was that, "I had better flex my knees so I

don't land stiff legged." I was out again until I came to in a corn field with a farmer and his son trying to revive me. Even though I had busted both of my knees on landing, it was quite a relief to get the pressure off my neck.

Another stroke of luck was that just as I broke out of the overcast (1,100') that same farmer, (Mr. Schmidt) & his son were standing by their barn looking out see if it was going to stop raining so they could go back & work in their fields. His son happened to look up & said, "Dad, look at that collapsed balloon coming down." His Dad said, " That's no balloon, it's a parachute and a guy is hanging from it." The wind blew me across his field & and his neighbor's barn & they lost sight of me. They hopped in their pickup truck & driving down the road finally saw my chute blowing on top of the corn stalks. They saw that they couldn't do anything for me, so one went back & got the local fire department. They came charging out without a stretcher & had to go back to get one. I heard them say, "This guy is not going to make it to the hospital." My dog tag said "C". They asked if I was a Catholic. I said "yes." So they called the local priest who came out & gave me the "Last Sacrament."

The next thing I remember was coming to in the emergency room of the local hospital where a nurse was trying to revive me & the doctors were sewing up my cuts & resetting my shoulder, knee & arm. They kept me there for four days in intensive care until the Navy came up & brought me down to the Great Lakes Naval Hospital where I spent eight months undergoing several operations and therapy.

The Navy doctor, LtCmdr. W. E. Hays, the orthopedic surgeon did an excellent job; for at the end of that time it was quite a finesse to be determined 60% disabled by the Marine Corps, pass my Class 1 FAA physical & have Dr. Kidera, who had recently delivered my first son, examine me & say, "Well Phil you're still warm, so come on back to work."

By the way, Captain Ken Everson was then the CO of my squadron, VMA 543, a reserve squadron at NAS Glenview, IL.

It was the dedicated work of Capt. Gene Chesley and Marine Capt. John Verdi who determined that the cause of my stall was loss of power to my horizon without the warning flag showing. They were having problems with that non-tumbling gyro, which, after power loss was taking up to 30 seconds for the flag to show. Capt. Verdi took an F9F-6 up on three different occasions in VFR conditions, repeating my climb out clearance & each time ended up in an inverted stall over the spot that I hit after pulling the gyro circuit breaker and getting no flags for +/- 30 seconds.

If you lose power to your gyro it slows down and it precesses such that you will end up in a left hand climbing turn if you continue flying wings level by it.

HOW'S THIS FOR A RETIREMENT PARTY?

After 32 years with United Airlines, Larry Jobe of Groveland, Calif. did not go quietly into mandatory retirement when he turned 60 on Jan 11th, 2001. Determined to make his last flight one to remember, he went out with a party that deserves a listing in "Ripley's Believe It Or Not." Five days before he retired, Jobe and his wife Nina invited 150 (later expanded to 202) friends to attend a farewell soiree aboard a rented United Boeing 747-400 flown by Jobe.

Party Planning: When the Jobes' neighbors at Pine Mountain Lake Airport, where they've lived the past 17 years, heard that Larry was retiring, they all wanted to go on his last flight. But since his last flight would probably be to/from Beijing, China, they had to come up with another idea. "Larry had a brainstorm: He wanted to charter a 747 for his farewell party," explained Nina. "So he called United's headquarters in Chicago to see what they thought of the idea. "Apparently, a retiring captain had never rented a 747 before," she said, "but they said, 'OK.'" United had a 747 on standby at San Francisco Int'l. Airport, Jobe's home base, and it was available for charter. The estimated cost: \$15,000 for two hours for just the plane and fuel. In the end, the Jobes paid for the crew, food, beverages and gifts, and the 202 passengers kicked in \$100 apiece for the plane rental and fuel. The approximately \$3,000 left over after the actual plane and fuel expenses were calculated was donated to the Mothers Against Drunk Driving in honor of the late husband and young son of flight attendant Wendy Adams. When word of what his Pine Mountain neighbors were calling "Sentimental Journey 2001" got around to United employees, there was no problem finding 15 people to crew the plane. In fact, co-pilot Al Cirino and all 14 flight attendants volunteered for the duty.

"Before we even mailed the invitations, half the plane was filled just by word of mouth," recalled Nina. "Although the seating capacity was 374, we didn't want it too full; we wanted to keep the cockpit door open during the flight so everyone could come up for a visit." The day of the flight, the party guests began arriving at SFO for a reception in the terminal boarding area. They came from all over the country and as far away as England. Welcome Aboard: Before pre-flying the plane, Jobe stopped by the reception to greet guests and set the tone for the flight. He was decked out in his captain's uniform and wearing a parachute. "I don't know about the rest of you," he teased, "but I'm coming back from this flight." As they headed down the airstairs, each passenger carried a special boarding pass marked Flight 9060. Members of the Jobe family sat in the 30 upstairs Connoisseur seats; a lottery system was used to determine seating arrangements for the rest of the passengers. There were plenty of humorous surprises and party favors on board to keep the guests entertained. The women received teddy bears wearing T-shirts commemorating the flight, and everyone received engraved mini-flashlights plus brass key rings which said "Nobody's Perfect ... except the Captain!" The ladies also received Chinese bracelets in little silk purses and their choice from several hundred colorful silk scarves purchased in China. The men also got engraved multi-tool knives. After a brief delay, the two-hour farewell party flight took off from SFO at 3:45 p.m. Moments later, they passed over Mt. Diablo and the mothballed naval fleet in Suisun Bay, headed east toward Pine Mountain Lake Airport. There, some 500 well-wishers lined both sides of the 3,635-foot east-west runway to greet them. As they passed overhead, Jobe was told via Unicom about wedding preparations going on at a house near the airport. So he had a flight attendant call the soon-to-be newlyweds to congratulate them and ask them to step outside for a moment. "The bride had no idea we were coming over," said Nina. "She almost had a heart attack when we made a fly-by at 1,000 feet via a GPS approach." From Pine Mountain Lake, it was another short hop over the Sierra Nevadas to Yosemite National Park, where they circled El Capitan and Half Dome. Then it was on to Lake Tahoe, Nev. and Crater Lake National Park in Oregon, followed by a sunset cruise along the Pacific shoreline to a perfect landing (and rated by all on board) back at SFO. Following the landing, the aircraft got a hose job as it was greeted by an arch of water, courtesy of the SFO Fire Department. Jobe nearly set an altitude record during his farewell flight. To ensure smooth air while serving cocktails, he took the 747 up to 41,000 feet after passing Lake Tahoe. "Since we were so light -- a light fuel load and a half load of passengers, with no luggage, carry-ons or cargo," Jobe explained afterward, "we could have gone to 45,000 feet and possibly set a record for being the first 747 to carry passengers that high." "I think autographing all those bared bras distracted him from thinking of it at the time," said Nina. Nonetheless, it was still the first time he had flown a 747 that lightly loaded. Ceremonies in the terminal, including the unpinning of his wings by F/A Jeannie Tasker, completed a serendipitous event.

THE NEW MESSERSCHMITT Me 262

The WWII jet fighter from Germany, will soon be flying again courtesy of the Boeing Company. EVERETT -- When the doors of hangar 221 at the Paine Field airport are open, airline crews taking delivery of their new Boeing jetliners sometimes bring the huge jets to a stop on the taxiway in front of the hangar and stare in amazement at what's inside.

Aviation buffs and pilots have traveled thousands of miles for a look. "This is the only place in the world where something like this is going on. It may never happen again," aviation author and consultant Jay Miller said.

The hangar's prize that has attracted so much attention and anticipation, around the world?, a Messerschmitt Me 262. In the shadow of The Boeing Co.'s wide body airplane factory, where the 747 jumbo jet first flew more than 30 years ago, a copy of the German fighter that ushered in the jet age is nearing completion. And this one will fly, something that has not happened since the end of World War II. Construction of a second Me 262 is well along. And parts for three more are in the hangar.

It is not the second coming of the World War II German Luftwaffe, but a project by people who love airplanes. It began in the early 1990s in Pennsylvania, was moved to Texas and finally landed in Washington State, where a former Boeing executive has taken over with some help from his pals.

"This is so much more fun than sitting in meetings," said project leader Bob Hammer, who was vice president of Boeing's sweeping, complex and ill-fated program, known by the acronym DCAC/MRM, for streamlining its production processes. He retired in late 1999. "As you rise at Boeing, you get further and further away from the airplanes," Hammer said, but now he's home. The Me 262 Project is one that any aviation enthusiast would love to be part of. Engine tests are being run on the fighter that is nearly finished. Later this year, perhaps early summer, Wolfgang Czaia will climb into the cockpit with its wooden instrument panel and take the first jet up for its maiden flight.

Czaia is German and flew F-104s for the modern-day Luftwaffe. He also was a friend of the late German Gen. Adolf Galland, one of the most famous of all German pilots from World War II. It was Galland who organized and commanded the legendary J.V. 44 unit that was equipped with the Me 262 jets, and who persuaded Adolf Hitler to use the plane as a fighter, instead of as a bomber. Aviation historians say if the Me 262 had been used early as a fighter in mass numbers, it could have turned the tide of the air war in favor of Germany. The Me 262 was that much better, and faster, than anything else in the skies.

"It will be an emotional experience, to say the least," Czaia said when asked his thoughts about making the first Me 262 flight since about 1947. "It will also be the highlight of my career." Czaia, 61, is a former American Airlines 757 and 767 pilot who retired two years ago. He lives on Whidbey Island, as does Miller. Although there are believed to be eight original Me 262s left in the world, most in museums, none has been flown since shortly after the war. They are not safe to fly.

The two planes under construction at Paine Field, and the three others that will be built once buyers are found, are nearly exact copies. But because they must be certified by the Federal Aviation Administration for flight, some modifications have been made for safety.

How it started; one of the eight original fighters sits at the Willow Grove Naval Air Station outside Philadelphia. It was that plane that gave birth to the current Me 262 Project. The story begins in 1945, at the end of the war, when the Allies set out to capture and learn the secrets of Germany's "wonder weapons." Army Air Corps pilots were sent to an Me 262 base in Lechfeld, Germany, to repair and fly some of the jets to southern France. Experts who examined the jets were astounded at how much progress Germany had made in jet-fighter technology. The jets were shipped by aircraft carrier to a military research facility in Maryland. One ended up in 1947 at Willow Grove, where it was used by the Navy to further U.S. jet design before being left to rot away. In the early 1990s, Steve Snyder, a pilot, engineer and businessman, made a deal with the Navy for the Willow Grove jet. Snyder, who owned an F-86, wanted an Me 262. He knew he could sell replicas to other war-bird enthusiasts. But there were no production blueprints. An original would need to be taken apart. So he reached an agreement with the Navy to restore the Me 262 at Willow Grove for free. In return, the Navy allowed Snyder to use the plane as a template to make five copies. Snyder subcontracted with Herb Tischler's Texas Airplane Factory at the Fort Worth airport to restore the Willow Grove jet and to build the five clones for potential buyers. But the project ran into money problems, and there was an ugly falling-out and legal fight between Snyder and Tischler. In late 1998, Snyder called Hammer, a self-described "airplane nut" who has built three planes, and asked him to take over the ME 262 Project. "But I was not moving to Texas," Hammer said. So everything was loaded into 10 18-wheelers and taken to Paine Field. Not too long after that, Snyder was killed in the crash of his F-86 Sabre Jet. Hammer's team finished restoring the Navy's Me 262, which is on public display at Willow Grove. Meanwhile, work continued on two of the five Me 262 copies. The money has come from the buyers. The buyer for the plane that is almost finished lives in Arizona. The second plane is being built for the Messerschmitt family museum near Munich. Hammer said about 95 percent of the parts are ready to begin building the remaining three planes. Only buyers are needed. The price: About \$2 million per plane, which does not include the cost of the two jet engines. Those engines are one of the key modifications that have been made for safety reasons. The original and primitive Me 262 engines would break down after about a dozen hours of flight, so they have been replaced by modern GE J5s, which are used on many corporate jets and military trainers. Although the General Electric engines are lighter and have twice the thrust, the engine housing has been built to look, from the outside, like the original Me 262 engine in size and shape. The engine details are authentic, down to a pull cord that was used by ground crews on the

original fighter to start a lawnmower size gasoline engine that powered up the main jet engine. The last Me 262 produced by Messerschmitt was serial No. 501240. Messerschmitt permitted Hammer to use the next five serial numbers for his project. Plane No. 501241, for the Arizona buyer, has authentic Me 262 markings and paint scheme. Only the Nazi swastika that was on the side of the tail of the original fighters has been left off. The original Me 262s were not built to last. They were made mostly of steel with some plywood parts. Aluminum was in short supply in Germany in the spring of 1944, when the jet became operational. Of the 1,433 built, only a few hundred saw action and eight remain. As a fighter, the Me 262 was deadly, slicing through Allied bomber formations at about 540 mph, or 100 mph faster than any fighter with a propeller could fly at the time. Some of the German pilots who flew the fighters in 1944 and 1945 have traveled here to see the Me 262 Project for themselves. Only about 30 are still alive. "I'm still friends with most of the pilots who have flown the airplane, and, of course, they are getting fewer and fewer," Czaia said. One of them, 84-year-old Gen. Guenther Rall, was Germany's third-most-decorated ace in World War II, with 275 victories. Rall flew the plane that was shipped to Willow Grove after the war. Another former ME 262 pilot donated his original 1944 flight manual to the project. One visitor had a different front-row seat watching the Me 262 in combat. He said he was on one of three B-24s flying in formation when they were attacked by the new German fighters. The bombers on either side of him were shot down, the man said. But the pilot of the Me 262 that was coming at his plane head-on gave a thumbs up and didn't fire as the jet streaked by above, the man told Hammer. Some visitors simply love airplanes and have read or heard about the project, which is being closely followed in aviation circles. (The Me 262 Project has its own Web site, www.stormbirds.com/project/index.html The history of the program can be found there, along with photos and progress reports.) Not everyone has been pleased by what they see. Hammer recalled a woman who came with her husband. "She was aghast that we would be building these Nazi planes," Hammer said. Afterward, as the woman and her husband left the hangar and drove away, Hammer noticed the make of their car. It was a Volkswagen

Possible Benefit to Prostate?

The beauty of tomatoes: crushed, diced, or stewed

Lycopene may be the best discovery since vitamin C. A vitamin-like substance that makes tomatoes red, it is a member of the carotenoid family, one of the world's truly functional families. Lycopene may help reduce the risk of prostate cancer and cardiovascular disease-and other cancers, too, particularly breast and cervical cancer.

Lovers of fresh produce may be surprised to learn that processed tomato products contain more lycopene (and in a more absorbable form) than fresh tomatoes. Processed tomatoes, like fresh, also contain beta carotene and some vitamin C. Tomato products in cans, jars, or even cartons are usually reasonable in price, and they are well worth eating. Even a dollop of ketchup - famed in other days as perhaps the only vegetable in some school lunches - has a little lycopene.

Just be sure to read labels: sodium can be a problem, and so can fats in the form of oils and cheeses in some sauces. Canned tomato juice, including cocktails such as V-8, packs a hot of lycopene, but with a sodium wallop (900 milligrams or more in a cup). Low-sodium or sodium-free versions are available.

Tomato products are not just for spaghetti and pizza. Add them to stews, soups, lentils, and beans. Try poaching fish filets or a skinless chicken breast in crushed or diced tomatoes. Or serve a tomato sauce on the side with chicken and fish.

A primer of tomato products

Diced tomatoes: Peeled and coarsely chopped, usually cooked in tomato juice with seasonings. Many uses. Heated with a few herbs, they make a quick sauce for pasta.

Crushed tomatoes: Chopped fine and simmered in puree. Many uses. Excellent added to vegetable soups.

Stewed tomatoes: Peeled, sliced, simmered with vegetables and seasonings. For soups and sauces, or as dish. Add as a sauce to steamed zucchini.

Whole tomatoes: Sometimes plain, sometimes with and added flavorings. Good as a side dish. Seed and chop them for a sauce.

Tomato paste: Thick rich concentrate, obtained by long cooking, straining, and reduction. Small amounts

can enrich soups, stocks, and stews. Comes in tubes, too.

Tomato puree: Cooked briefly and strained to liquid, thinner than paste and more versatile.

Tomato soup: Usually high in sodium; if made with cream, high in fat, too. Check labels. Some low-fat, low-sodium very tasty soups come in cartons now.

Tomato sauce, spaghetti sauce: Thinner than puree with lots of added sodium, seasonings, and other ingredients, sometimes including meat. Read the labels to avoid fat and minimize sodium.

Pizza sauce: Tomato puree with Italian seasonings. Good for pizza, on bagels, or as a dip.

Sun-dried tomatoes: Often high in sodium, and preserved in oil have lots of calories and fat. The kind you reconstitute yourself is lower in calories. Use sparingly as a flavoring in sauces or salads. Look for low-sodium low-fat versions.

Good eating and maybe good medicine

Lycopene may help prevent prostate cancer, and the best source is cooked tomatoes, as we've said. So scientists recently did an experiment to see whether tomato sauce might even help combat existing prostate cancer. They asked a group of men scheduled for prostate-cancer surgery to eat tomato-based dishes (such as lasagna or stuffed shells) once a day during the three weeks before their operations.

The amount of lycopene in these foods was exactly measured; and during the surgery, lycopene levels in the prostate and blood were measured, along with PSA levels (prostate specific antigen, a blood protein that usually rises when prostate cancer is present). They also looked at damage to the genetic material in the cancer cells and compared it with cells removed earlier, at the time of biopsy.

Though the study was admittedly small and preliminary, results were very interesting. Lycopene levels in both blood and prostate increased, and PSA levels declined. The damage to the genetic material in the cancer cells was less than at the time of biopsy.

This does not mean that pizza and lasagna cure prostate cancer. Still, this study from the *Journal of the National Cancer Institute* suggests that lycopene may slow the progress of the cancer. More work is underway. Meanwhile, processed tomatoes are a very worthwhile part of a healthy diet, and fresh tomatoes are great, too. Watermelon and or red grapefruit also supply lycopene.

Consumer Reports On Health, November 2001

Your editor is well aware that testimonial evidence is looked at askance by the scientific community, which requires constantly repeatable evidence on which to build a statistical base of proof of efficacy of any given treatment; nevertheless some reports are so intriguing that they bear further investigation.. Such was the case when I heard from an old sailing friend, now in his 80s, of his success in reducing his PSA count through eating cooked tomato every day. More to the point, he sent me photocopies of his lowering numbers as recorded by his oncologist at Kaiser Sunnyvale. He started with a PSA of 25.0 and after only one hormone treatment, elected to forego it and rely on a diet of cooked tomato in one form or another every day. According to his official oncologist reports, his psa after three months was around 12.0 and by the end of nine months was, and remains 0.2 – in other words, the cancer has gone.

It would be irresponsible of me to recommend that readers undertake this diet on their own; but if they are in the hands of an oncologist, and he/she agrees, it would seem that little harm could be done by adding this element to their regime; for they would not thereby be delaying proper treatment. Anyway, take it for what it's worth.

In my own lung cancer case, I seem to have reached a case of stasis, with the cancer neither growing nor shrinking (I feel in good health) and surgery not a realistic alternative, and with it the end of the road of Western medicine; therefore, with my doctors' blessings I am starting a regime of Chinese herbal medicine, which has had some good reports.

All doctors I have spoken to in the cancer field emphasize the role of positive mental attitude and actively combating the disease - we all have a responsibility for our own health insofar as we are capable of aiding it and should do the best we can. Stay well. Ed.

LETTERS

JIM BIESTEK—1559 Kerr Gulch Rd, Evergreen, CO 80439

Dear Cleve, Oops, a thousand pardons. Time got away from me and my check is late. Thanks for all the good work on the newsletter. Your newsletter is one publication I truly look forward to receiving.

All is well here. We spent most of last year being parents to our 9-year-old granddaughter. We discovered that there are a great number of grand parents out there who are raising the sons and daughters of their sons and daughters. Our stint ended just after Christmas when the father was deemed sufficiently rehabilitated to resume parenting, and, so far so good. So our lives are back to normal.

We are putting a lot of miles on the RV and really having a ball doing it. Last year I made a request to the RUPA group for information on Aviation Museums and the response was truly super. It was so good, in fact, that I am making another request: A friend (and relative by marriage) of mine is writing a book on Aviation in the Philippines. He is seeking contact with aviation personnel who served in the Philippines at Clark or Subic Bay or any airline or other aviation organization, who may have photos of Philippine registered aircraft, military or civilian. It didn't take long to go through all the help I could offer. I'll bet there is a lot more material out there among your readers. I will make the necessary copies and personally return all originals sent to me. Thanks a bunch. Just in case email is easier for you, I am also sending this that way. Sincerely, *Jim* biestek@compuserve.com

WILLIAM H. BLANKENSHIP—5432 Meadow Vista Way, Agoura Hills, CA 91301 LAX 66-97

Dear Cleve, Sir! No excuse, Sir! I was never going to be late, as I was never going to have to wear glasses, either.

My wife, Sue, and I were very saddened to hear of Jack Goodwin's passing, a great pilot and person. Many thanks to you and all the volunteers, who put out such a fine publication.

RUPA Postage fee \$25 per year

All the best, *Bill*

RALPH BRIGGS—12421 Richmond Ct, Conifer, CO 65-95 DCA,DEN

Dear Cleve, First I Want to say hello to my friends out there and hope everything is going well. Next a big thank you to all the volunteers who put together a class journal. It is at the top of the reading list.

Been doing some traveling and thank God for UAL passes. Most of the time they have been taking good care of me. Prayers go with the nation and our troops overseas and in the end I know this country will prevail. *Ralph*

GEORGE & SHANNON BRINKMAN—6751 E. 1000 N, New Carlisle, IN 46552
Hi Cleve! Last Fall our son entered college--Embry Riddle Aeronautical University in Daytona Beach. He got his private license the summer before--so once in school he started working on his instrument rating along with the academic requirements of his major in aeronautical science. He loves it there and is doing fine.

We have traveled a lot since we're home alone--- August we had one week in Florida---September we were on our way to Glacier National Park when 9/11 happened. We were forced to land in Denver--so we spent a week there in the mountains instead. October---a two-week trip through New England and Nova Scotia to enjoy the Fall colors. Thanksgiving--to Florida and stayed for two weeks. Christmas---skiing in Northern California for 10 days. January---a two-week trip to Texas to visit the beginning of my aviation career--Hondo, Texas--Laredo, Texas. March---one month in New Zealand and did the Milford Track (a repeat of our honeymoon-25 years ago). Then another two weeks in Florida over Easter. Shannon's parents, two brothers and a sister live in Tequesta, FL. We also, of course, saw Kellon, our son, and spent a day on the way home at Amelia Island to watch the Bausch & Lomb Ladies Tennis tournament.

As Spring is arriving--we are getting ready to move to our cottage in Michigan. We love it there, so our traveling will stop for the summer. Shannon and I

are both well. God has blessed us in so very many ways. Happy Landings, *George*

HARLEY L. BROWN—17050 Arnold Dr, # F209, Riverside, CA 92518 51-80

Hello Jock: April 1st I reach the Big 80. Years ago we used to think that was ancient, now when I call them Kid. I used to dread reaching 80, but now with Viagra I don't mind.

I spend the winters at Air Force Village West & the summers at Big Bear Lake in my lake front cabin. This summer will be spent adding on another 1000 Sq. Ft. So far I missed the Bullet on Colon Cancer but still fighting Prostate & Skin Cancer but ahead of them enough to play Golf & chase Women.

I did a half—ass Tandem Parachute Jump 8 years ago. Does that qualify me for a Caterpillar with one missing Wing??? Cheerio, *Harley* "The Red Baron". *Caterpillars don't have wings-maybe a half- assed one might do? Ed*

MALCOLM C. BROWN—2420 Kings Lake Blvd, Naples, FL 34112

Hi, Cleve--Announcing a first for my six years of retirement: I'm sending off my postage check four days BEFORE birthday Big 70 sneaks onto the calendar. How's that for a minor milestone? My appreciation to you and the other RUPA officers for keeping us in touch, and especially to the Huffers and Stuffers. Thanks, *Mal*

LEWIS H. BRUBAKER—9860 White Sands Pl SE, Bonita Springs, FL 34135

Hi Cleve, Sorry I'm late with my dues for the *RUPANEWS*. Don't know where the time goes but it's faster all the time. All is well with us in sunny Florida. Golf is still my main way of killing time. Some time I win but most of the time it kills me! Sincerely, *Lew*

IVORY BRUMMET—302 Foursome Dr, Sequim, WA 98382

Hi Cleve: It doesn't seem possible that 20 years have gone by. Peggy and I have taken only a couple of trips the past year, both to visit her family, in Wisconsin. I still have my Cessna Skylane and flew it about 80 hours in the last year. We had a Factory Remanufactured Engine installed in May 2001 and it's running like a watch.

Thanks to all who make the newsletter possible. Best Regards, *Ivory*

FRANK & SIS CALDERARO 1753 Woodfield Rd, Martinsville, NJ 08836 (EWR,CLE,ORD,JFK) franksis@rcn.com

Not much to say - one year older (the big 70) - did some traveling but won't bore you all with the details. Sis and I are healthy and happy- Kids and grandkids all doing well, what more can we ask for? The New York RUPA party last Saturday was a big success - gets bigger and better every year.

Don't fly for ORBIS anymore and miss it a lot. I stepped aside for the younger guys and now I regret it. We also sold our airplane, so I guess I am finally grounded. I do miss it all, but I will survive.

Again, thanks to all the folders and stuffers - makes great reading! *Frank & Sis*



JACK W. DAVIS—935 E. Logan Circle, Greenwood Village, CO 80121

72 years and in good health. That says it all. We hope UAL stays healthy! Ang and I want to thank all the RUPA volunteers for their work and time.

Hello to all my friends and associates. Sincerely, *Jack & Angie*

BILL EADS— 424 Running Spring Dr, Palm Desert, CA 92211 - billeads@aol.com - ORD, DEN, DCA, MIA, LAX, HNL, SFO 1968-2000
Rather another quiet year - after my solo jog to the top of Mt. Everest clad only in running shorts, I

then flew my home-built glider non-stop around the globe exactly at the equator! Sorry but my other projects are still classified "for eyes only."

I really enjoy reading the *RUPANEWS* and get a big kick out of the humor of some of our more colorful characters - many of whom I remember very well. Of course I didn't believe their stories then anymore than I do now. We did have some very good times, however, that will always bring a smile to my face when remembering.

My only complaint in retirement is the fact that I am finding it increasingly more difficult to get any information or support from both UAL and ALPA. In particular - I am running the annual ALPA Tennis Tournament this October and the pilots of UAL are hosting this event. It is embarrassing to compare what little support (so far, zero) that UAL gives to the support other airlines (such as Alaska, NWA, etc.) give when it is their turn to sponsor the tournament.

For those unfamiliar with this event - it is a self-supporting, competitive but fun tournament that raises funds for various charities. This year the American Red Cross will receive the funds we raise. Over the past 28 years more than \$100,000 has been donated to many deserving charities

The tournament is open to all ALPA pilots (active and retired) and their spouses or significant-others. Any interested RUPA readers who can still get it up - a tennis racket, that is - can contact me for more info. alpatennis02@aol.com

Until next year - *Bill*

DEREK L. FERRAND—PO Box 1912, Kilmarnock, VA 22482

Hi Cleve, Just got back from Florida, Hutchinson Island, played golf, went to the Bahamas, had a good time. Now back in Virginia, continue hiking parts of the Appellations Trail, meet some very nice people in the mountains. Will continue golfing here and fishing in the bay. All is well, no complaints. God bless to all. *Dick*

LARRY GRUBE—12209 Clifton Spring Dr., Clifton, VA 20124. olflier@cs.com DCA, ORD, DCA

Dear Cleve, Jock and all, Enclosed is my check for renewal of the *RUPANEWS*, thanks for all the hard work you guys do for our association. Ellen and I really enjoy reading the newsletter every month.

This is my one-year anniversary, God, where does the time go! Pretty quite year for us, working on my golf game and "honey do" list, some progress on the former, not much on the latter; but hey, I'm retired, right? Ellen has stayed busy with her fitness classes and yoga, she sets a good example, I just don't seem follow too well. We hope to do some traveling this year, as we were too preoccupied with things around here to do any last year.

Wish everybody health for the year and especially you Jock, have a fast and complete recovery. Best regards to all. *Larry*

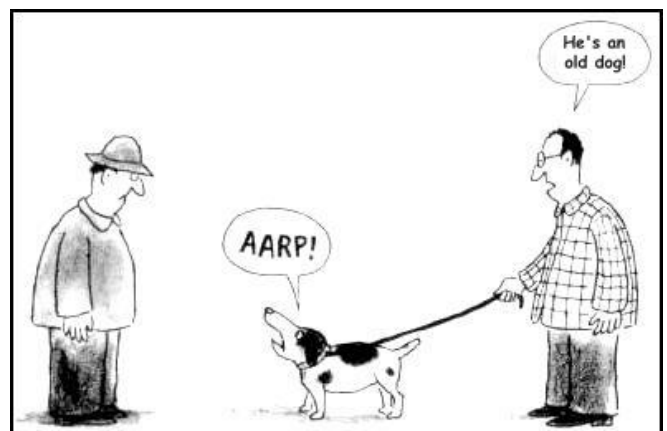
JIM HARMON—26 Dartmouth Trace, Ormond Beach, FL 32174

Well Cleve: It looks like my second year of retirement has rushed on by. Charlotte and I are enjoying our time in our new house in Florida. Should have moved down here long ago and missed all that cold weather up north. We just bought a new Motor Home, and plan to travel the country looking at it from about 8 feet instead of 35,000. That's it for this year. *Jim*

CHESTER B. HECTOR—84136 Avenue 44 #339, Indio CA 92203

Hi, Jock, time flies when you are having fun. Barb and I just got back from our 5 months in the motor home. We had a great winter on the desert. Barb and I are both doing well, and my PSA is staying down: 0.2 last check. We have been home 2 weeks and tomorrow morning we head for Kona for 4 weeks! Tough life! We will have a couple more motor home trips and a couple on the boat this summer. After 16 years of unemployment, you get used to the schedule.

Hope everyone is doing well and that UAL gets back to being the best! Regards, *Chet*



THOMAS A HERDKLOTZ—1032 Catfish Lake Rd, Eagle River WI 54521

Doesn't seem possible but 20 years have gone by since my last trip. Time has had its up and downs, but all in all I am fine except for a bum hip. We still love snowmobiling and will probably make Oshkosh this year. Postage check is in the mail.

No other news so will quit for now. *Tom*

DOUGLAS M. HORNE—81 Beachfront Trail, Santa Rosa Beach, FL 32459

Dear Jock: I finally sent in my check; slightly past due, but then it's in character as I always liked it when they delayed my PC for a month, as I usually finished my emergency procedures exam deadheading to TK.

We moved to our new home in Florida on 9/11!!

The Feb. issue was most interesting for its comments on UAL. It just helped to confirm my long-held suspicions that senior management develops its leadership skills at an ostrich ranch.

Doug doughorne@gulf.net

WILLARD T. HUFF—6047 Dolphin Rd, Oriental, NC 28571

We are still way too busy in this quiet little town. We've curtailed a lot of travel plans with the stock market down. We don't do any long cruises on our sailboat, as we need to help take care of my 90-year-old mother.

Our daughter and her two-year old son have moved to St. Andrews, Scotland so she can get a Masters Degree at St. Andrews Univ. We have traveled there twice flying into Heathrow from Dulles. The first trip was an adventure over and back but the second one, which was shortly after September 11th, was a piece of cake. We plan to go again in May and would like to figure how to get Standby from Heathrow to Edinburgh, Scotland on British Midland, which is one of our Star Alliance partners. The only thing I can figure out is to go to a ticket counter at an airport or to a ticket office. Since Oriental isn't even close to either, it is difficult to try to go through the process. If anyone has any experience along these lines, I would appreciate hearing from you. The article in the last *RUPANEWS* about companion passes was very helpful. Thanks. *Will*

MATTI S. KOSONEN—2389 Post Rd, Darien, CT 06820

Dear Cleve; Enclosed a postage check for the year. Everything is AOK. First for the cruise to Italy and then again for the summer in Eastern Finland. I have promised to guard a sector of the border against Russians and so far none have been able to get through. If you ever come to that part of the world, stop by at *Hotel Laatokan Portti* (Ladoga Gateway) or drop a note to niatli@mattiskosonen.com or mattilosonen@aol.com.

Allthe best for you all! Matti

RON LYALL—808 NE 138th Ave, Vancouver, WA 98684

Hello Everyone, It's been about three years now and my only regret is that I couldn't have retired ten years earlier. You can always make more money, but you can't buy back time. It's such a pity you work all those years (38) to accumulate enough money so that you can go out and try to enjoy all the things that only the young can enjoy.

George Carlin says, "Life is backwards. It should be like this: you die first; get it out of the way! Then you live in an old folks home. You get kicked out when you're too young. You get a gold watch, and then you go to work. You work forty years until you're young enough to enjoy retirement. You do alcohol and party, you get ready for high school, you go to grade school, become a kid, play, have no responsibilities and become a little baby. You go back into the womb, spend your last nine months floating and you finish as an orgasm!!"

In any event, I'm so happy working for "C-more-Do-less", I'm the only one on the seniority list, so I don't have to waste time bidding and I get the most perfect schedules I've ever had. It's kind of like the Ole Guys used to tell you how much they liked flying and how they could skillfully take a *ten day vacation* and turn it into three months off.

I'm sure glad the next generation has kept the airline from going inverted. I love those "Bennies" and don't want to loose them. I'm also glad I was able to give up one seat to a new hire and maybe it will make the difference of one person working or being furloughed. I was never furloughed, but I did my 18 years apprenticeship on the back seat, so I know all about stagnation, retrogression and

surplusing. In any event, it is nice to see the youthful faces and vibrant enthusiasm. I know they will do the utmost to keep the airline alive. I just hope to god we don't get another Fast Eddy, King Richard, Wolfeman or worse yet, Enron types or maybe we just got rid of one.

Well gang, it is time to jump in the bug smasher and guess what? I go when I want to go, go where I want to go and can take my friends with me! Happy flying, *Ron*

BOB & KATHY LYNCH— 325 Clifton Avenue, San Carlos, CA 94070. (650) 593-2232, e-mail: blynch@mail.arc.nasa.gov

Hi Jock & Cleve: Jock, I hope you're recovering well from your recent surgery. There are a few that we just can't do without and you're one of them. Good luck in your recovery! [*I have decided that I'm just too damn busy to take any more time off for ill health, and have taken the attitude that as long as I feel well, I am well, and to hell with the blurry photos of my insides. Q.E.D. Jock*]

On another health note, I read with interest the letter from David A. Anderson in the April issue of RUPA and his reference to the so called "TUNA" procedure for enlarged prostate. I participated, about five years ago, in the trail program with the doctor that invented the procedure. Although it sounded very promising, the benefits of the procedure lasted only about a year. I am told that it has now been essentially abandoned by most doctors in favor of a new non-surgical procedure using focused microwave energy that shrinks the prostate to its normal size. Yes, I know; it sounds bad but it's said to only involve minor discomfort. I am told this procedure has been widely used now for four or five years, reportedly with documented long-lasting results. I would suggest asking your doctor about it before doing the TUNA. If anyone needs more info on this, please contact me at the numbers above.

Seven years now and counting. Nothing much changed around the Lynch household. Kathy and I are still blessed with good health. My son with Delta is currently on furlough but as they say, he's "locked in" and expects to return soon as business picks up. In the mean time, he's flying captain for a local charter company. Did our usual trips to Carmel and our place on Kauai and expect to do an

instant replay this year. Plus enjoyed a visit with family in Orlando over Thanksgiving. We've set three vacations a year as the minimum. So far we've exceeded that goal every year in spite of my NASA work.

Yes, I'm still managing the NASA research program and still enjoying the work. Lots of travel. Three weeks in France last year including a VIP pass to the Paris Air Show courtesy of SAGEM Industries, a large French company that we are working with. Kathy and I enjoyed the show from a lounge chair on the deck of their chalet (mobile complex) about a stone's throw from the end of the take-off runway. What a show!! Kathy and I are headed back to Paris next week for meetings and a little R&R. Captain Bob Lawrence, Ret. (SFO), has now joined our project as Deputy Project Manager on essentially a full time basis. The program continues to enjoy lots of success and continuing funding with the safety-enhancing technology developed now being routinely adopted by the airline industry, including United.

Soon as we return from Paris, we'll head for the ALPA National Professional Standards conference in Manhattan Beach where I'm on the speaker's list again this year. Sure nice to see all the new faces of the ALPA volunteers from every airline who are willing to do the work. Professional Standards work is, by necessity, very low profile with most of us rarely even aware of their efforts. My thanks to all the folks in ProStan who contribute their time and energies for the benefit their fellow pilots and the traveling public (that's us now!).

Thanks also to all of you RUPA volunteers who help to get the RUPANEWS out to the rest of us. I must again congratulate Jock and company for the very professional and informative publication that arrives at our door each month. Great job!!

Good luck and good health to all of you during the next year. Maybe I'll retire for real next year. Or, maybe not - - - . Fraternally – *Bob*

HOWARD C. LYSNE—28152 Wonderview Ave, Evergreen, CO 80439

Dear Cleve, Enclosed is a couple of years renewal. Your bunch of RUPAs does a great job! Thanks.

Gigi and I have spent the last year off on hunting trips to Africa, Spain, Canada and North America. I'm working part time with United Services Contract Training on the Classic 747 and Classic

(now) 737. Lots of fun and I get to eat lunch at the DTK food simulator.

Still playing hockey four times a week, and will be going to the Senior Tournament in Santa Rosa, CA, sponsored by the Charlie Schultz family (Snoopy).

Keep up the good work. Warm regards, *Howard*

RUSSELL McDONALD—117N 750E, Heber City, UT 84032 MDW, SEA 52/87

Dear Jock: Just had my 75th Birthday April 7th, so far so good. Went skiing that morning and then flew the P-51 Mustang in the afternoon. I still have the Pitts Bi-Plane so I keep busy maintaining the two planes. Last year I went to 5 Airshows and Fly-Ins with the Mustang in the Intermountain area.

In the last few years Civic leaders and Organizations have begun to realize that Veterans of WWII are passing away at the rate of 1,200 or more a day and not much has been done to Honor them until recently. Several cemeteries have put up Memorials and Squadron Reunions are held at Hill Field AFB for WWII Veterans. They like to have an old plane do a Fly-By as part of the activity, and being a WWII Veteran myself, I feel it to be an honor when asked to fly my P-51 as part of the program. Sept 6-7th will be our Annual EAA Sport Aviation Fly-In at Heber City, UT. Last year we had 152 planes attend. For more info call 435-657-2815. Sincerely, *Russ*

PS: Thanks to all for keeping RUPA active. Annual postage check is being sent to Cleve.



CECIL H. MC LEOD—1535 Omni Blvd, Mt Pleasant, SC 29466 Cmcleod1@aol.com

Dear Cleve, Enclosed is my third annual postage fee. 9/11 caught me airborne on the way to Asheville, NC. We landed in time to see the second tower get hit on TV. After watching in disbelief for a couple of hours, we rented a car and drove home.

Karen and I managed to get our number two daughter, Brenda, married off. All we have to do

now is pay for the wedding.

Keep up the good work. I look forward to receiving the *RUPANEWS*. Sincerely, *Cecil*

GEORGE MENDONCA—119 Elm St, Apt 1, San Mateo, CA 94401 727 LAX SFO 737 SFO ORD SFO

I managed to procrastinate from September to January with my annual letter. Somehow it went to that great e-mail Bermuda triangle in the sky and was never heard from again. So I will try this month (April). I am getting right into the retirement thing, 7 months late or 5 early. I have been doing a lot of flying including some home built first flights. Not much else of note though. I will try to give more with my next report in September. Unless I am late again. *George*

AL MENTING—PO Box 839, Notre Dame, IN 46556 3/5/51 MMenting@aol.com

On 9/7/01 we sailed past the twin towers as a helicopter took a picture of our cruise ship, the *Amsterdam*, against their silhouettes. On Sat.9/10 we posed for a picture at Bar Harbor, Maine, as a ferryboat pulled into the background. Will never know if the terrorist arrived on that particular ferry. Then on 9/11 we were at Peggy's Cove in Nova Scotia. Our next three flights found us seated in seats 1A and 1B immediately on check in after the question, "Are you a retired flight crew member?" Then on 9/26 a golden opportunity opened for us. We began packing 5 tons of accumulated odds and ends and retired from 45 years in sunny Palo Alto to an intergenerational village in the heart of 3 college campuses--Notre Dame, St. Mary's and Holy Cross.

What a wonderful experience. We have a 2300 new sq. ft. beautiful single family home around a small lake. Now we have access to all events, libraries, churches, various classes and cultural, sporting, and lecture opportunities at the schools. No traffic, smog or congestion and only 15 minuets away from the best on time airport (Michiana Regional in South Bend) and are across the street from the ND golf course. Oh, yes, all maintenance and snow removal is provided and our new car license after two letters is 911.

Second retirement is great. Thanks for the excellent work you do and I do enjoy RUPA. *Al*

FRANK J. MIHALIC—707 Radford Ln, Foster City, CA 94404 frankj7m@attbi.com

Hi, Thought you'd like to know the new rules for NRSA's travel. Lu and I went to Chicago for Easter. At SFO, we had two boxes and two suitcases, normal for us, our daughter's family live there. We put our bags and boxes on the sidewalk for sidewalk check in. After waiting in line for about 20 to 30 minutes, when we reached the front of the line, we were told, "NRSA's can no longer have their bags checked curbside, but must be checked inside. New rule started last month. They took our bags and boxes and put them thru their special viewer. Then they took them to the ticket counter's where NRSA's check in. After they put them through the machine, you can no longer touch them. After we were listed and checked in, we went through the screening. Most thorough I'd ever gone through. Had to show our ID twice including when we boarded the plane.

Coming back from Chicago, tried to curb check two bags, same story. NRSA's must go inside. Had no idea which gates were for NRSA's. Finally found a supervisor who told us which ticket counter lines were for NRSA's. Went through the same set up. Had to have our bags go through the machine scanner. I think that they send all SA's through the large scanner to help fill their quota, so they don't have to upset so many Revenue Passengers. Asked the company employee at the scanner where we go to check through the screener. She said, "Right over there", pointing to the screener line. So we got in that line. When we got to the front of the line, we were told, "NRSA's have to go through the employee screening down stairs. Went through the same ID checks as SFO. Both flights were fine. First Class both ways. *Frank*

ALAN V. MITCHELL—210 Kinderkamack Rd, River Edge, NJ 07661

Cleve, Still flying the company Citation Excel. Love it. Did a couple of tours in local hospitals last year. Fortunately with curable diseases of unknown origin (it's not what you think.) Had the docs scratching their heads. Same reaction I used to get from flight managers when I ventured into the flight office, which was rare! Best to all, *Al*

H.E. "HAL" MORRIS--'61-'95, ORD, EWR, JFK, EWR, IAD, SFO daskyking@aol.com Check to Cleve. 1-month late, due in March. "Time waits for no man." We flew UAL to the East Coast after 9/11 and that was an interesting experience. Several RV trips; July in Montana, a shorty to San Diego, and several to the Bay area. Our youngest, Scott, (still flying for American) and his wife will present us with our fourth grandson the first week in August. They are building a home in Seven Hills, Henderson, NV moving in late August or September. We are building a single story in a Dell Webb Community in Henderson, NV with a move in July '02. Can't handle the 18 steps upstairs anymore. Will be the 3rd golf community we have lived in and we don't play golf. Thanks to all the folders, stuffers, officers, and committee members that keep RUPA rolling and the "News" the best! *Hal & Shiril*

EDGAR R. MUSSER—801 Butterfield Trail, Canyon, TX 79015 '57 to '91

Cleve, I understand that all correspondence should come to you for a while. Patsy and I have done some volunteer work with Texas Baptist Men – Camp Builders the past few years.

WIZARD OF ID *Brant Parker & Johnny Hart*



Last summer we enjoyed trips to see our oldest son and his wife get their Ph.D. degrees. His was from St. Louis U. in Historical Theology in May, and hers from U. of Missouri, St. Louis in the field of Nursing in August. We took our Hi-Lo R.V. trailer on the second trip: we also took their two sons back home from a Texas visit.

From St. Louis we traveled west and north till we arrived in Vancouver, B.C. There we tried to fulfill our duty to spoil our other four grandchildren. They and their parents showed us some of the many lovely attractions of that area.

About the time school started, we left Vancouver and meandered along Canada 1 to Calgary before turning south. We were in Buffalo, Wyoming on 9/11. That put a chill on further vacationing, so we came on home. With the R.V. we followed the kind of schedule I like, go where and when you want: stay as long as you wish: see what interests you and skip the rest. It does take some cooperation, or one of you may think you saw too many air museums and not enough antique shops.

Enclosed is two years postage and something for your Fold'n 'n Stuffin donut fund. Out thanks to you and Jock and all the other RUPA volunteers.

Ed

GEORGE & HEATHER NIXON—PO Box 178, New Town Tasmania 7008, Australia 66/95 SFO

Dear Jock & Cleve: Jock, glad to hear that recovery is going well, you are in our prayers. Thanks for sending our RUPANEWS to the other side of the world. A snail delivered check is on its way to pay for the postage. Nothing can repay you for the effort.

Hello from Under Down-Under, It is refreshing to awaken everyday and not be able to take so much for granted. Since we wrote you last, we have made our big move to Tasmania. For the few who do not know where Tasmania is, it is the seventh state in Australia. It is an island approximately the size of Ireland that lies about one hundred and fifty miles south of the Australian mainland.

The light switches work in reverse (down for on, up for off), the seasons are reversed (we have just set our clocks back one hour for autumn in April), and our new car (Subaru Outback) seems reversed in every way, i.e., turn signals, wipers, mirrors, steering wheel etc. etc. etc.

The local people walk on the left, they circle

clockwise when given the choice and in a surprise head-on encounter, they default to the left. Lows in weather systems circulate clockwise and highs counterclockwise. Coriolis Force is applied in the reverse when plotting a celestial navigation fix.

The people are lovely and friendly. They will stop anything to be of assistance, and are patient when we stumble over counting the correct change, understanding their strange twist on the English language or hesitating at a controlled intersection while thinking about the weather.

We are still in the process of selling our California property, which will re-enter the real estate market near the end of April. While we are awaiting the preparation and sale of the house, we are using the time to familiarize ourselves with the weather variations and social system effects in different parts of our immediate physical environment. For instance, the suburb of Rokeby has a very high crime rate and everyone knows it.

The Aussie dollar is still a great bargain at fifty three cents compared to the greenback. It has risen from .5177 to .5332 since we arrived here in Feb. A TV commentator reported that Australia has the world's fastest growing economy, and I would not doubt it.

I have found a primary care physician who also uses a holistic approach to medical diagnosis and prescription. While he is a bona fide General practitioner, with conventional degree, he prescribes natural substances when possible that take into consideration the effect on the whole body instead of focusing on one body part or a single ailment. He thinks that there is a good chance that I may be able to stop taking harsh chemical prescriptions to control my blood pressure, my cholesterol and my prostate.

So far the interface between our life's living dream and reality of living on this island has coupled without any sparks, friction or slippage.

O u r w e b a d d r e s s i s (Tasmaniacs2001@yahoo.com.au). Our phone number is 0011-61-3-6228-7116. Our address on foot is 64A Montagu St., New Town Tasmania 7008 Australia or P.O. Box 178 New Town Tasmania 7008 Australia (we try to visit our box at least once a day).

Happy Trails-----*George & Heather*

P.S. So far no return of the cancer, I get a chest X-ray every 4-6 months.

WES OLNEY—25112 142nd Ave SE, Kent, WA 98042

Birthday time so it is a letter to Jock and a check to Cleve. I have had a few medical problems over the last few years but hopefully they are all behind me now and life is good. The golf game has slipped a lot but I still manage to enjoy the game and hope springs eternal. I have a condo in Palm Desert, CA and another one in Kent, WA where I spend the summer months. I will be heading north the end of April. I thank you Jock for the great job you are doing as editor and I also thank Cleve and all the others who put forth so much effort for all the membership. Wes

FRANK M. PERRIN—6 Chatham Ct, Westerly, RI 02891

Thanks Cleve for the membership packet check enclosed. We have already begun to enjoy the newsletter, and greatly appreciate the efforts of yourself and others who make the organization and the newsletter possible. Hopefully we will become more involved as we settle into retirement. *Frank &*

Anne

OAKLEY W. PORTER—PO Box 3225, Pahrump, NV 89041 44-85 oakporter@usintouch.com

Dear Jock; I hope that your recovery is coming along per flight plan.

Thanks to all you hard working Guys that make this wonderful newsletter possible.

Fern and I are still kicking along, but at a much slower rate, and my golf balls don't go as far as they used to, We haven't done much traveling on good old UAL, did go to Hawaii for a cruise around all the Islands it was a very good way to see all the Islands to have your hotel room along with you. We took some friends with us on a Companion Pass, didn't realize that we could not board using my BP6B boarding seniority, so was boarded last. I don't think this is the way it is suppose to be. After words I talked to another passenger agent, and he said that was not right. Does anyone know how it should be? I thought that if you took a companion with you they would board with you using BP6B. Finally, standing by for two days I sent my wife Fern on as a BP6B and I went with

the companions using BP8B. So much for that!

We had a good motorhome trip up to British Columbia last July for a golf tournament and fishing. We are going back this year in June, as the fishing is better in June. I don't know that the golfing will be any better though.

We are still living in Pahrump NV in the winter and Sunriver OR in the summer. Seems to be working out fine, except for the hassles of moving twice a year. Sincerely, *Oak*

All the information you need is on UAL's SkyNet. You can check loads and list yourself and/or companions for flights. It works very well. To get on SkyNet use this email address. <https://united.intranet.ual.com/>

When I got my companion passes a letter of explanation and instructions was included. I also went to SkyNet and printed out the "Companion Ticket Guide" and it gives all the information you need. It says that an Employee/Retiree with one companion will be boarded as BP8A, and an Employee/Retiree with two companions will be boarded as BP8B, and much more. Cleve

BRUCE POTTORFF—1735 Dana St. Crofton, MD 21114 CaptnBruce@comcast.net DCA/SEA/ORD

Seven years into retirement and all's well. Same wife, same kids and life just keep moving along. I have nothing to brag about and no complaints either.

Jock, I am a little late saying this, but thanks for the changes in the RUPANEWS. I get enough conflict from the evening news, and political opinion in the printed media.

Has any of our learned members done a benefits/cost comparison of United's Medicare Supplement Plan Vs Tricare For Life? I doubt that I am the only Retired United Pilot who is also retired from the military and thus eligible for Tricare For Life. I need to make a decision and I'd like to have the best information, and advice I can get. What better source than RUPA? So, my knowledgeable friends, I'm asking for your help. *Bruce*

MARION & JIM RAFFAUF—21 W Cleveland Rd, Mokena, IL kd9hv@attbi.com

Good grief coming up on 18 yrs since I got

“furloughed”. Hope everyone has enjoyed their time off as much as I have! Haven’t been near an airport recently except to pickup my kids who do use companion passes occasionally to visit the old folks. Still have a house in northwoods of Wisconsin, which is main outlet to get away from the masses of people. Still have a couple hobbies going, ham radio (kd9hv) and play with computer. Great to read about old friends. Keep up the good work! Check enclosed hope I will be sending many more! *Jim*

WILLIAM J. RANKIN, JR—306 Cove Rd, Queenstown, MD 21658

Hi Cleve: Inadvertently must have hit the fast forward button and the last 365 streaked by with only a collection of mediocre golf scores to attest to its passing. Spent February once again in Florida and was delighted to see Doug Mitchell at the RUPA luncheon at Spruce Creek. Doug was touring the Florida RUPA luncheons via motor home to visit and reestablish old friendships. The population density was a bit alarming compared to the open spaces of Wyoming. After much thought I have discovered the reason for the wide variations in my golf scores that no Pro can solve...my muscles all have Alzheimers and every swing is a new and sometimes amazing experience.

Regards to all from the Peoples Republic of Maryland and congratulations on a very professional publication. *Bill & Gail*

EDWARD P. ROONEY—2420 Kings Lake Blvd, Naples, FL 34112

Dear Cleve, This past year has been one helluva roller-coaster ride of emotions for Judi and me.

A terrific wedding celebration for our daughter was followed by the sad news that our daughter-in-law would need surgery to remove a brain tumor. We were elated when that procedure was successful only to be hammered, again, when my father, a retired NYC fireman, succumbed to pneumonia and died at the age of 90. Thankfully, he was not here to witness the events of September 11th.

We attended a grand wedding in Fano, Italy, which joined the daughter of a retired Italian Army general to the son of deceased UAL Captain, Ed Jackson. Touring around northern Italy was a marvelous experience. Milan, Verona, Venice, Ravenna and Fano were our favorite stopovers.

UAL treated us to 1st class service on all 4 legs of our journey. Very enjoyable! We returned home on September 5th full of elation and satisfaction. We joined the rest of the nation in shock and grief as the attacks of 9/11 unfolded.

In January ‘02 we flew to Costa Rica with 4 dear friends from Ohio. After a brief excursion across that paradise, we sailed aboard the *SS Rotterdam* from Puerto Caldera (Pacific coast) through the Panama Canal to the Atlantic coast. After 10 days we disembarked in Fort Lauderdale. It was a great cruise on a great ship! It is the perfect selection for a RUPA cruise. Bon voyage! Sincerely, *Ed & Judi*

SUE ROSS—5011 W. 134th Pl, Hawthorne, CA 90250

To all of RUPA: Hope all is better with everyone. Boy, Bill Bartel’s demise was demise was a shocker for all of us at LAX, as he was just with us for the retirement party on January 19. So glad I got to spend a little time with him and exchange good words about his sons flying for UAL.

I’m still working as a FOSR at LAX. I’m now older than “God” and anyone else in that office including All flying pilots. Still not old enough to retire, yet!

Going to get a computer this month, so by summer I should be up and running on the Internet. Will let you know address ASAP.

Sure wish “Our Times” would run again – just for the retirements and obits. Between RUPANEWS and RUAEA Newsletter I keep up on most everyone, but I would still like to be closer to the facts.

Threw a birthday party luncheon for my Mom’s 85th in Dec. Her 90 and 95-year-old sisters both came for the celebration, all sisters of Milt Smith. We had a great time. They stayed with us for the month of December into January while I was on vacation and we enjoyed them immensely.

Would love to see all you guys out there. I go to the LAX Christmas luncheon, but one of these days I will get around to see more of “Youse” guys. I miss the good ol days.

Love ya much, *Sue* LAX FOSR 310-342-8757

PETE SAEGER—PO Box 771, Boca Grande, FL 33921

SUBJECT: ANNUAL DUES. Almost forgot, it’s been a year out the door and I haven’t looked back

once. Interesting year to say the least, i.e. retirement, moved to FL. and CO, took my boat down the ICW to FL, lost our son, who was traveling in Brazil on of all days 09-11-01, not exactly a dull year. We're back in the CO mountains for the summer and hanging in there by God's grace and looking forward to year 2 of retirement.

Keep up the good work. Take Care and God Bless.

Regards, *Pete*

B. B. "Sandy" SANDS—PO Box 51 Zephyr Cove, NV 89448

Cleve – The 84th rolled around fast. Enclosed is check for dues and the coffee kitty.

I am one of the Tracy Aces? and still in good health and enjoying each day with my second wife, Hazel. We spend winter in Sun City, CA and summer and fall in Zephyr Cove, NV, next to Lake Tahoe. Thanks to all who keep RUPA going. *Sandy*

JOHN W. SCHAUF—8671-G SW 97th St., Ocala, FL 34481 MDW ORD 1956-1985

Dear Jock: It has been another great year and great health for me. Mae wasn't so fortunate. In Sept. she had a successful operation for ovarian cancer, fortunately it was caught in the early stage. We feel blessed with the outcome, despite being a slow recovery.

Attended our oldest grandson's wedding in Nov. and had several nice trips to visit family. Our youngest son, Ken, has been a Captain on the 747 at Northwest for nearly a year and enjoying flying to Asia. He helps keep me informed on the happenings in the airline industry and is a treat to have his passes as backups.

We enjoy the RUPANEWS, learning of the various activities of the great group and updates on the pension plan and health care are greatly appreciated. Thanks to the crew for keeping the newsletter in business. Check has been sent to Cleve. *Jack*

KENNETH A. SCHROEDER, JR—23697 Mulligan Mile, Rapid City, SD 57702 69-2000 SFO, DCA, Furlough, Military Leave, LAX, DEN, ORD, DEN

Dear Cleve: I should not have written such a bad news note last year. I received umpteen calls and notes from UAL buddies wondering if I was still

breathing in and out.

The son has mended and is well. Lois is all fixed up and back to work as a sky goddess out of IAD, and I have a six-month-old yellow lab female who is smarter than I am. I have been very determined in her obedience training. I will not live with two blonde females; neither of whom I can control.

Bruce McLeod checked me out as a 727 first officer back in 1987. On my first take off 25R in LAX, I had a 2,000-foot level off. From a 1,500 plus R/C, I nailed it at 2,000. Capt McLeod launched from his seat and his goggles flew. His comments were high pitched at about 110 decibels. All flying had to secure each of four days no later than noon. Bruce needed to hustle to the hotel and watch the "soaps". Each day I received 5/6 pages on yellow legal pad opening with "Dear Kenny", followed by copious notes on the theory of flight, graphs, stats and personal attacks etc. I have retained all these notes.

Last leg bock into LAX, we were cleared 24R, then 24L then waaaay too close in to land on 25R. I made it but it was not cute! Bruce was apoplectic when he called the tower and demanded an explanation for the tri R/W clearance!

Two weeks later, I am on my way out B concourse at Stapleton. Three gates ahead, Capt. McLeod is strolling toward me. He sees me, drops his bags, trots up, bear hugs me and exclaims "My God, you're still alive. I'm so relieved!" About 230 people are watching: this.

Later a Fed asked him how he followed up on pilots he had checked. Bruce told the Fed that he had a subscription to the San Francisco Chronicle and the obits were easy to find. Never met a Canuck I didn't like.

I have warm and fond memories of Bill Bartel. We flew DC-8 Freighters together out of LAX. I did the cooking. By chance I met his two sons here in remote Rapid City. They were getting their ratings with a local examiner. Both were hired in the same UAL class sometime later.

We have sold the Prescott house and circled the wagons at a new address here in Dakota Territory; same phone number. Fond regards to you all, *Ken*
Bruce sez: Dear Kenny, Geez! You were kind at the time, most guys screamed – "NO!-- NO!-- NO MORE!!" You forgot to mention you didn't complain once after I gagged you!! Tee Hee! Good to hear that all is well. ☺

FRANKLYN J. SOARE—10150 S. 186th Ln, Goodyear, AZ 85338 623-327-1566

Dear Cleve, A little late, but just moved to the address here a few months ago. Hopefully this will be permanent for a few years, until we get itchy feet again. We liked Tucson better than the Phoenix area, but all three of our kids have ended up down here. Boeing promoted and moved our son to Mesa to their helicopter plant, where they build the Apache helicopters being used in Afghanistan. Our son-in-law was transferred to the Nordstrom store in Scottsdale.

It's still hot down here in the summer, so we'll look around for a place in the mountains where it is cooler. We've thought about Western Montana or up in mountains Northeast of Phoenix.

Interestingly enough, Goodyear is about 20 miles SW of Phoenix, and their airport is an old Navy base, and now Lufthansa uses it as their training base. They start them from almost zero time to a 737 co-pilot. They also use it for airliner storage. There are 6 UAL DC-10s, 25 or more American DC-10s, and after Sept. 11th, 30 plus Delta 737s, several 767s, even a brand new 767-400, and lots of UPS 727s and a 747.

Enclosing yearly dues. With warm regards to all of our friends, and thanks for a nice news publication and all of the hard work that goes into publishing it.

Frank & Jeanette

RALPH STEWART

Hi Cleve, Postage check was mailed a while back. Stayed busy this past year. Very happy to say that building of experimental airplane, a AirCam, is complete as of 21 April. Will start the engines this coming week. Testing and paperwork next. Hope to be flying by summer. Regards, *Ralph Stewart*

ROBERT J. STEWART—260 Windship Dr, Pt. Townsend, WA 98368

Hi Cleve, Well, for a change I'm going to be a couple of days early. We did the same thing we did last year. Took our boat to northern Vancouver Island and cruised around for about two months. That was in July & August. In September we had our family reunion at Lake Chelan, in October we went to Whistler in Canada, in November we went to Scottsdale with some good friends to celebrate their anniversary, in January we went to Maui for

three weeks. And last but not least, we stared remodeling our home, which we are still doing. Sincerely, *Bob*

DON (Smokey) STOVNER—8362 La Cienega St. Las Vegas, NV 89123 or 1996 Palo Verde Blvd S. in Lake Havasu City, AZ 86403 stormydc@ctaz.com DEN SF0 DEN ORD LAX

Hello anybody! Early on the dues! Surprise! Not due until July, but just had to respond to some of the pilots that I worked with and kept me alive in my 41 years with UAL. Started with UAL as a sanitation engineer (alias janitor in the old days). Finally went out in a blaze of glory as a 747-400 captain doing the Pacific Rim. It took me nine years to spell pilot - so became one. Had a private pilot's license when passed the infamous stanine test. Took four months to get commercial license and UAL bought the instrument ticket. Heck of a way to get started! To Don Toeppen: I was your humble engineer on your retirement flight from LAX to ORD with Bob Stimely as co-pilot, remember? I date back to the Pat Paterson days, having met him in person on the ramp in Denver on one of his visits-hope UAL continues on.

The wife and I are still intact with minimal damage after 34 years of marriage. The Wife is currently an enrolled agent (does taxes and can argue before the IRS) - momentarily brain dead from tax session. As the saying goes; life is like a roll of toilet paper;



the closer it gets to the end, the faster it goes! God bless all and keep the faith! *Smoky*

ROBERT S. TANONS—5398 Quail Run, Blaine, WA 98230

Dear Cleve, I am writing this for Bob. . .Yup!!! He is still underneath that boat of his...I have to tell you it is looking pretty darn beautiful...he said it would be in the water this June...I asked of course, if he was really sure he wanted to get it wet. Our garage has a collection of motorcycles, another fun thing for Bob to do with his buddies. Bob does join me on occasion to play a round of golf, I on the other hand have decided the best way to improve my score is to use technology and the credit card, maybe next life time I will see a handicap of 20. All is well here. Please find check enclosed. *Linda & Bob*

RONALD E. TAYLOR—29 35th Ave NW, Gig Harbor, WA 98335

Hi Jock, I fondly remember a tag-end MAC flight with you, and your story of the RAF fighter pilot who crash landed in Germany, was badly hurt, and taken to the prison hospital. (tell again Jock). Meantime, another busy year going back and forth between Gig Harbor, Sedona, and Maui. A big moment was to be at the controls of EAA's B-17 last summer at Boeing field, arranged by my son in law, Alaska Airlines Captain, Denis McKillop. It was wonderful, but I had forgotten how heavy the controls were. Then in late September, Bobbie and I left Vancouver on a 23 day cruise across the North Pacific stopping at Dutch Harbor, then Japan, Russia, Korea, plus five days in Beijing. Christmas with all seventeen of our family at a resort in the Cascades, north of Leavenworth, WA. Wonderful spring in Sedona, and we are now preparing for the drive back to the Northwest. Thanks for the expert editing. Regards, *Ron*

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

We each write our annual missive for our own reasons. Some of us write letters that are not particularly cheerful. These letters might be written out of a need to be fully honest with our colleagues, or perhaps as a catharsis. There may even be one among us who writes in an attempt to garner sympathy, or even in an emotion of self-pity.

The majority of us seem to write upbeat letters. Motives for these letters are equally as varied. Perhaps the writer is naturally optimistic. Perhaps he prefers to spare his fellows the burden of hearing the down side of things. A few engage in a bit of harmless bragging. Most, I'm sure, are from people who want simply to share the joys of life with their comrades.

I need to say that I enjoy all the letters written. I empathize with those of us whose time of joy seems to be past. I rejoice with those many of us whose life is happy and full. I will never view a happy letter the way one of our members did in February, as "nauseating bragging."

Why hell, I wasn't even going to mention my son who, at the past Winter Olympics, won a gold medal in every event, except of course Pairs Figure Skating, which everyone knows was fixed.

He then, out of modesty, stepped aside before each award ceremony.

Keep looking up, *Jim*

P.S. Just finished enjoying the latest episode in the continuing saga of the life of Paul Andes at SEA. Sounds like you made a good choice Paul.

DONALD B. TOEPPEN—14420 Whitewood Dr, Sun City West, AZ 85375

Greetings, Jock! Don't know when the big operation was to take place, but hope it is behind you by now, and all your well laid plans for the RUPANEWS have done their duty and you are again back in the saddle.

Within our household, things are about the same. Joan's two broken hips and arm have healed. She can again feed herself, but that guy Parkinson still is with her. She does her best to counteract the effects of the disease, never giving an inch without a strong fight.

Still find myself in the role of "caregiver", though have the good fortune of having help in the persons of two ladies who come in alternate mornings, Monday through Friday to bathe and dress her, plus some cleaning, laundry and ironing. This gives me time to shop and do maintenance around the place.

We do have a most pleasant place to live, and enjoy it to the utmost. We go to the local RUPA luncheons when possible. The local members really help me with the chore of moving Joan to the table and back to the car when the gathering ends. She enjoys visiting with people she flew

Stewardess for back in 1944 and 45! Me too!
Regards to all! *Joan & Don*

GUS TUIT—2954 S Eagle Bluff Rd,
Greenbank, WA EWR, ORD, SEA 57-91

That time of year again. This is probably the 1st
time since retiring that I haven't paid up in my
birthday month. Seems what I do best lately is put
things off. Last year's "report" never got there
though I sent one.

Not a whole lot new in the Tuit family. Have been
on one trip by air & one by car since last June.
Flew to Florida to visit family in Feb. & drove to
Ashland, OR to visit Ole & Alice Christiansen last
June. Up the Oregon coast with stops for Rouge
River mail boat ride & Tillamook Air Museum on
the way home.

Visits from RUPARIANS the past two years were
Joe & Lea Bailey, Del & Pat Gartner & Bill & Ruth
Stewart. Someone rung the doorbell a couple of
years ago & it was a retired TWA pilot named
Wade Sommermeyer. His dad Gus was United VP
Flying somewhere in the '60s I believe. Wade re-
tired 5 years early & lives about a half mile down
the road here on Whidbey Is.

Met Pete & Peg Williams at our golf club a couple
years ago & have also played a couple rounds with
George Moshier.

Too bad the rebuilt Boeing 307 got dunked in the
drink off Seattle last week. Seems to me I read just
recently that Deke Holman & Pete Williams were
qualified as F/E on it. Hope they can get it back in
good enough shape for the opening of the addition
to the Nat'l. Air & Space Museum.

There's most of the mentionable news from now
famous Whidbey Is. Thanks to all who put the
newsletter together! *Gus*

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

Dear Cleve, Hope you are doing well. Spent
almost six months in the motorhome, so no cruises.
Had good luck with first class when we came home
monthly.

Have been watching UAL shoot themselves in the
foot at DIA today. They started a "Frequent Flyer"
and "First Class" security line and had many
unhappy people who had to wait in other lines.
(Reminiscent of the 70's when UAL cut
commissions to travel agents and other airlines

didn't and we lost much business for a while.)
Something I have wondered about since 9/11, as
many did I'm sure. I had several scenarios, both AF
Reserve in C-141 and C-5 as well as UAL Captain,
for different Hi-Jack situations. First, in all cases,
was to transmit the Hi-Jack code to controllers, but
from what has been published, ATC didn't know
what was happening in all four airplanes. Do we
really know what happened the first few seconds?
I'm not sure I'm convinced that "box cutters" was
the real problem!

To all: Thanks for a great RUPANEWS and all the
work everyone puts in. *Don & Ludene*

RALPH J. VRTACNIK—216 S. 166th St, Seattle,
WA 98148 43/83

Well, it is that time of year. Another birthday has
gone by and I'm still kicking. The end of May
went back to Philadelphia for a RUEA convention
and had a great time. July found us in northern
Minnesota for 60th class reunion. It was nice to see
old classmates from 60 years back.

Our big trip was a cruise for 16 days on the
SliverSeas line. What a cruise—the best we have
ever been on. We flew to Tokyo and then to
Singapore where we boarded the ship and sailed to
Bali then to the West coast of Australia stopping at
Perth, Albany, Adelaide Melbourne and Sydney.
We stayed in Sydney for 4 days and flew back to
LAX. Not to rub it in but we did all of this FIRST
CLASS, what a way to go.

Evelyn and I are feeling the aches and pains that we
all get at our age. We enjoy the monthly letter and
thank all who take part in getting it out.

Sincerely, *Ralph & Evelyn* too.

WALT WARNER—8901 Canada Rd, Gilroy, CA
95020 MDW, BUR, DEN, SFO

Dear Jock, I sincerely hope all of your medical
problems are behind you, not only for your sake but
also for the sake of RUPA. We all appreciate your
extreme dedication and wish only the best for you.

I've been thinking about sending this epistle this
past year, but just thinking about it doesn't seem to
do the job.

I can't report any earth-shattering events in the past
two years, although I did spend a week in Maui
with my 19 year old granddaughter and her cousin.
It was a delightful trip, although quite a strain on

this old stroke-ridden body. I discarded my old gall bladder last thanksgiving, but at 84 I'm still hobbling around.

My partner and I finally sold most of our ranch here, but I do miss the cattle and camaraderie of all the neighbors in our roundups and brandings, but life goes on.

My daughter and her husband are living just down the hill from me, which is wonderful for me, as she takes good care of my household and me. Also my friend, Jerry Saul, lets me visit the atmosphere in his Cessna 182 and J3 cub on occasion-greatly appreciated.

Although quite late, I would like to reminisce about my friend Stan Locke. Stan ran out of fuel in 1999 and he and his wife Rainey are sorely missed.

Stan and I met in secondary CPT (Civilian Pilot Training) in Oakland in 1939. After completing that course we both applied to United Air Lines for pilot positions and were accepted in the 3rd class at Tracy in 1940. After graduation from Tracy, we were both assigned to Chicago as co-pilots, and in those days co-pilots had no say as to what captains would be assigned. Consequently, I drew a very compatible captain, but Stan was assigned to a cantankerous old Captain as many of his former co-pilots complained about his idiosyncrasies. Our assignments were supposed to be for 6 months at a time, but Stan made such a good impression on this captain, he was reassigned to him for another 6 months, much to his disgust. Needless to say, as his roommate, he was hard to live with for an additional 6 months. Anyway Stan and I remained good friends, and I certainly wish him the best on his new assignment.

In closing I will submit an amusing incident. I was flying a DC-6 LAX to HNL and Eddie Eshelman was inbound HNL-LAX when we over heard the radio communication from Eddie's trip. He wanted a doctor to meet the flight in LAX. A little later LAX called Eddie to ask why he wanted the doctor and his reply was "just wanted to tell the Dr. one of the male passengers had caught his appendage in his zipper." I saw Eddie in dispatch a few days later so I asked him about this incident. He replied, "this young man in his twenties had gone to the blue room and had neglected to house all of his equipment before he zipped up. As he was in great

pain, the head Stewardess (Flight attendant) was good looking and offered to help. Consequently this only made matters worse". At any rate the patient was taken care of in LAX and lived.

So-long Jock, and again thanks to you and all of your cohorts in keeping us posted on each other's doings. With much gratitude, *Walt*

MIKE O. WILLIAMS—31736 County Rd 17/21, Elizabeth, CO 80107

Cleve, Received the March issue of RUPANEWS and reminded me to send a check for 2002. The year has been a good one, again, with no major problems. Spent most of the fall of 2001 in the Tetons in WY. Had some great trout fishing and was successful in the hunting. The most fun is the being with friends, a lot of whom, are either retired UAL or working UAL.

Still flying the Bonanza A36, but not as much as I would like. Still ranching, but got smart enough to get rid of the cows. Now, sublease to a friend and he has to do all the hard stuff.

Have been doing a lot of volunteer work with the Sheriff's Dept. including search & rescue. It is interesting work and makes me feel that I am doing something for the community.

Just returned from Mississippi turkey hunting and had a great time as well as being successful. The Bass fishing was outstanding.

Thanks again for all the work that you guys do as I really look forward to reading the News each month. *Mike*

RALPH D WRIGHT—4675 S. Yosemite St. #204, Denver, CO 80237

Hi Cleve, So far this has not been a good year for me. I lost my wife of 59 years in February. Without a doubt, Helen was the best thing that ever happened to me and I miss her so very much. Hopefully, the rest of the year will be much better.

Still have a season ticket for the "Rockies" — they are going to make the playoffs. Ha, Ha!!

Thanks for all your efforts. *Ralph*

IMPORTANT NOTICE!!

**Please send all RUPANEWS
Information, Letters, and
Reports to Cleve Spring
1104 Burke Ln, Foster City, CA 94404
Email clevspring@attbi.com**

IN MEMORIAM

JACK CRANSTON—With sadness I report the death of Jack Cranston of Pebble Beach. Jack introduced me to the Monterey Peninsula and was largely responsible for my move here in 1972. Jack retired in 1975 after 37 years with UAL. He was recalled to the Army Air Corp in 1942 along with his old pal Pete Brohme. For those who remember Pete and Jack you can easily imagine those two cutting a wide swath across the skies during WW 2. Jack's boxing skills were needed on several occasions to get Pete's chestnuts [spelled chips] out of the fire. After four years of their daring-do they returned to UAL in 1946. Jack was a pleasure to work with, always relaxed, and made everything look easy. Sincerely, *Robert Gifford*

JAMES L. (Jack) GOODWIN—PO Box 2338, Valley Center, CA 92082

Jack Goodwin died April 4, 2002 in Escondido. He was born in Venice, CA June 19, 1916. He was a pilot for United Airlines for 38 years and retired in 1976. He was a member of AOPA and the Valley Center Rotary Club. His wife Katherine Bohn-Goodwin preceded him in death in 1985. His companion Laura Straub, daughter, Jill Goodwin-Anderson, and his loving family including 3 grandchildren and 2 greatgrandchildren survive him.

CARL W. MILLER In the great number of pilots that each of us has known, there have been those who stood out for some characteristic or the other. Personality, union activity, jokes, flying skill, a shared experience or maybe we just hit it off. Some have had the spot light and have been known coast to coast. Some have worked behind the scenes for the benefit of the group. Some have worked behind the scenes for the benefit of individuals. In DCA, Carl Miller was known for his public ALPA activities and for his personality. Most important to many individuals, was his EAP involvement, privately accomplished in the background. He paid attention to people with problems not because he was nosey but because he cared. For the Washington Eddie O'Donnell RUPA group he was, to my knowledge, the originator of our phone tree which he coordinated until he gave it to Jerry Goebel several years ago. The last couple of years he has been referred to as the "Ever Ready Battery Man" because he just kept on going and going, to the surprise of his doctors. Carl gave me occasion to laugh and an example in his service to our group. He also set an example for me with the manner in which he lived these last three years. I am sure that I am the least of those whom Carl touched. E.K. Williams

OTIS E. KLINE

Otis Flew West on April 11, 2002, at age 92. He started as assembler with Ford-Stout Metal Airplane Co, became their test pilot, moved to National Air Transport, thence UAL, where he retired as Executive Vice President in the late 1950s for health reasons.

This guy was a real character. At one time, he was the obvious successor to Pat Patterson. However, Pat made a personal commitment to Donald Douglas to buy the DC-8, and Otis had been in on the design of the Boeing 707. It was here that the two split, and UAL got the DC-8 a year after everyone else was flying the 707. I have many stories about Otis, as many others do, that are real fun to know. Don Toeppen

NORDY NORDHAGEN—2 La Vista Verde Dr, Rancho Pales Verdes, CA 90275 33-74

I am a little early checking in this year, number 28. It is with deep sadness I send this report. On February 10, 2002 my beloved wife, Ruth, of 64 years passed away. She had a second stroke in March of 2001, then in early December she fell broke her left hip end was in hospital until her passing. We bed a wonderful 64 years together and were indeed fortunate to have been able to travel and visit so many foreign countries, about 140 and doing 37 cruises, traveling to all seven continents. It was great having worked so long for this wonderful company, United Airlines. I am sure UAL will recover from 9/11.

Thanks for the great newsletter and best wishes to all. *Nordy*

CHARLES H. (Chuck) SMITH

Ladies and Gentlemen, I regret to inform you that Chuck Smith, husband of the late Pattie N. Smith, died on Thursday, April 4, 2002 at his home. He is survived by: Charles H. Smith, III and Diane E. Herbst; brother of Emily Powers and Ida Hall. Also survived by eight grandchildren.

Graveside services were held on Tuesday, April 9 at National Memorial Park, Falls Church.

In lieu of flowers, memorial contributions may be made to the American Cancer Society in honor of his late wife.

Chuck was hired by Capital Airlines in December 1948, and retired in April 1984 as a Captain with United Airlines.

Cards may be sent to his son: Mr. Charles H. Smith III, 10808 Henderson Rd, Fairfax Station, VA 22039.

RUAPNEWS of December 1998 listed the Washington Area Representatives as Carl Miller and Charles (Chuck) Smith. On January 20, 1999 the *RUPANEWS* carried the report of the Washington Area Eddie O'Donnell Luncheon in which it was reported, "A laugh was enjoyed at the expense of three of the Junior Members who had recently accepted an invitation to a "Free Lunch". Some of Us just never learn. Some of Us just continue to put our trust in those Seniors whom we have held in such High Regard for all their work and leadership. The end result is that Carl Miller, Chuck Smith, Ed Miller and Bud Ruddy have taken the opportunity to perform the "Load Shed Procedure" in an exemplary manner. No Check Airman could have found fault with the smoothness or the speed with which the procedure was completed. The three Juniors were left breathless and dumbfounded but it was too late to pick up the tab for our own lunches. Bob Engl, Jack Evans and E.K. Williams, being grateful for small favors, are thankful that the Seniors agreed to continue as "Consultants" and we are trying to get their signatures on long-term contracts. There is some question as to just what a consultant really does." Indeed, the seniors held true to their commitment and have consulted and guided for the past three years.

Now we have lost the second of those "Seniors of such High Regard". Chuck Smith died in his sleep on Thursday, April 4, 2002 at his home. The services for Chuck were attended by 18 local retirees, a tribute to the regard with which he was held. I never flew with him but while transitioning into the RUPA Rep job, I did have frequent contact with Chuck and appreciated his counsel and support. He will be missed. *E.K.*

Williams

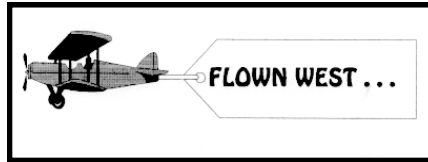
ROBERT J. TYREE:

Bob Tyree was born on Dec. 27, 1923, and passed away peacefully on March 28, 2002 after a valiant battle against cancer. His lovely wife of 27 ½ years, Susan, her two children, Lisa and Christopher, and his three daughters, Margo, Dana, and Annette survive him.

Bob learned to fly before he drove, and hung around the airport in his hometown of Muskogee at a very early age, and spent every dime on flight lessons. He attended the University of Oklahoma, but enlisted in the Army Air Corps in December of 1942. Before going overseas he was a flight instructor and Air Traffic Service Officer. He was a member of the 307th Squadron Air Base Group, and went overseas in June of 1944 as part of the bomber squadron. He served in the Borneo Offensive, New Guinea, West Pacific and the China Offensive, Flying B-24s and P-38s.

After the end of the war he became the personal pilot to the Ambassador to the Philippines and flew MATS. He received the American Campaign Medal, APTO Campaign Medal, Presidential Citation, World War II, Victory Medal, and Philippine Independence Ribbon among others. After the war he returned to the University of Oklahoma and earned his degree in architecture.

In 1952 he went with United Airlines and flew for 32 years, retiring as DC-10 Captain. He retired at 60 rather than fly as second officer. He was a long-time resident of Palos Verdes, California, and was a member of ALPA, Retired United Pilots Assn., Elks, former member of PV Noon Rotary Club, and current member of the Red Barons, which was founded in the sixties as a group dedicated to aviation education.



*Gale Dalmann	2/18/2002
Daniel C. Lynch	3/8/2002
James L. (Jack) Goodwin	4/4/2002
Charles H. Smith	4/4/2002
Otis E. Cline	4/11/2002
Jack Cranston	
William E. Hellerstedt	

**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 Mon. SW FL—*Olive Garden, Ft. Myers* - 941-793-5251
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
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: May 22, 2002

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