



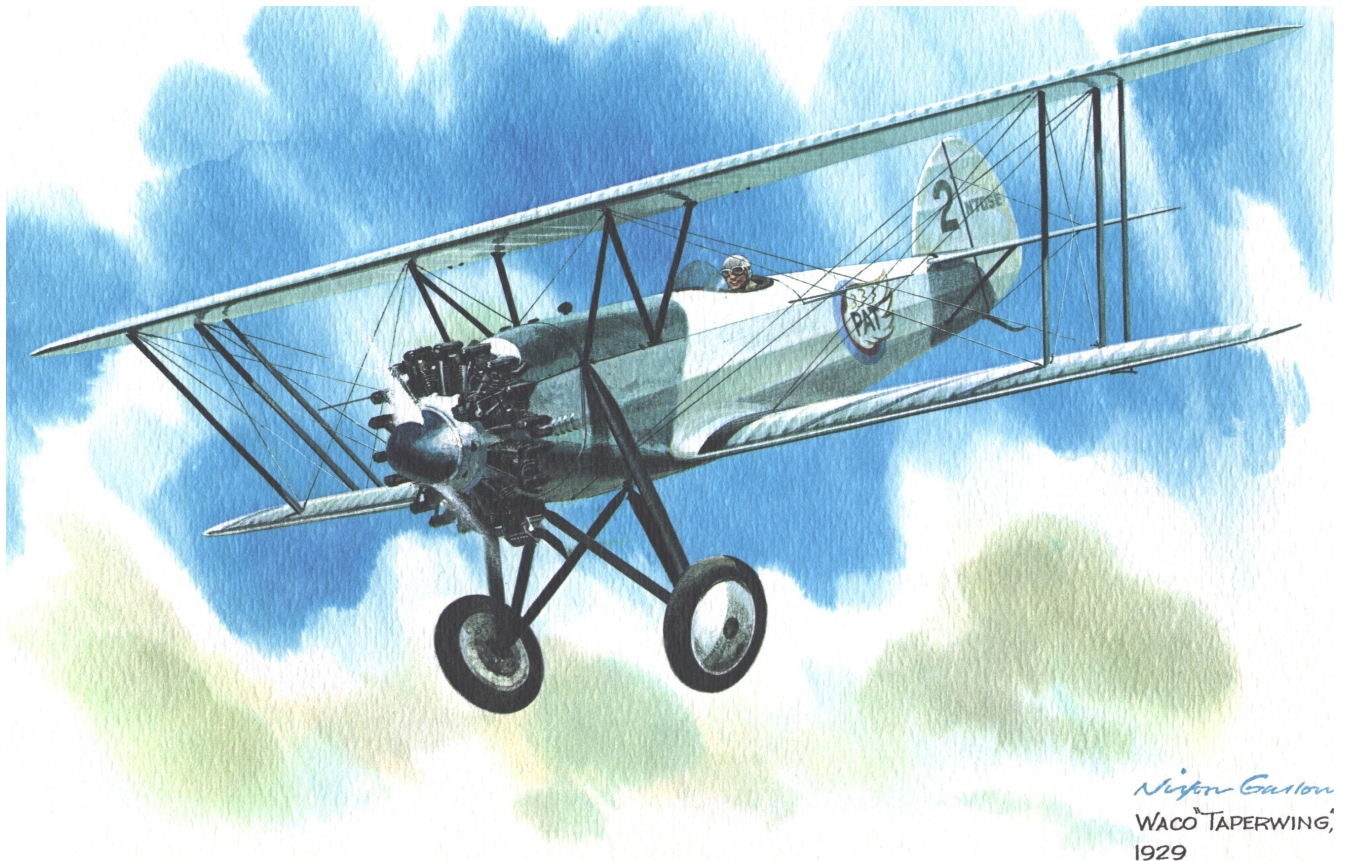
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 7

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPARIANS, A couple items of interesting items that I would like to pass on to you have traveled the wire to my computer. There is a new website with info on Interline Pass Privileges. Log onto SkyNet, <https://united.intranet.ual.com/>, look for the Travel box and click on Interline Pass Bureau. This site offers information on interline travel and details of United's interline reduced rate agreements with over 140 airlines, information that was previously unavailable to us. The site also has links to other travel offers. At some airports, there are security gates for employees. Here at SFO it is at gate 69-70. If the central security check point at the front of the terminal is backed up, it may be worth the long walk around the American ticket counter to the employee check point. Common courtesy dictates that working employees go through first. I'm sure other airports have similar arrangements. Let me know so we can publish their locations. Doug Wilsman has done a yeoman's job in compiling a report on our pensions should United cease to exist or file for bankruptcy. It is quite lengthy and as such will be posted on the RUPA web site (www.rupa.org). All should read it as it is the most definitive work that we have on the subject to date. The SFO RUPA picnic will be August 14th. Mark your calendars now, look for complete details elsewhere in this issue. I, along with about 400 others, attended the memorial service for John Biggs. It was a memorable tribute to a man who gave of himself to his country, ALPA, United and his community. He will be sorely missed. 'Nuff for now. Fraternally, *Rich*

EDITOR'S NOTES

I have made some minor changes to the copy of the poem "High Flight" which we print on the inside cover of every issue.

This practice was initiated at the request of past president Scotty Prescott not long before his untimely death. At that time I used the best copy I had available and have been congratulated for avoiding some of the common errors, which numerous reprintings had introduced into the text. However, I recently came upon the version approved by the Library of Congress, and since I know that some members have used the RUPANEWS copy as a reprint in memorial funerary booklets, I feel that it should be as accurate as possible.

I am reprinting the notation from the Library of Congress entry in their "Respectfully Quoted" book: "Magee was born in Shanghai, China, of missionary parents – an American father and an English mother – and spoke Chinese before English. He was educated at Rugby school in England and at Avon Old Farms School in Connecticut. He won a scholarship to Yale, but instead joined the Royal Canadian Air Force in late 1940, trained in Canada, and was sent to Britain. He flew in a Spitfire squadron and was killed on a routine training mission [a mid-air collision with an Airspeed Oxford while descending through broken cloud. Ed] on December 11, 1941.

The sonnet was sent to his parents written on the back of a letter, which said, "I am enclosing a verse I wrote the other day. It started at 30,000 feet and was finished soon after I landed." He also wrote of his course ending soon and of his then going on operations, and added, "I think we are very lucky as we shall just be in time for the autumn blitzes (which are certain to come)."

Magee's parents lived in Washington, D.C., at the time of his death and the sonnet came to the attention of Librarian of Congress Archibald MacLeish. He acclaimed Magee the first poet of the war, and included the poem in an exhibition of poems of "faith and freedom" at the Library of Congress in February 1942. The poem was then widely reprinted, and the RCAF distributed plaques with words of the poem to all airfields and training stations.

The reprintings vary in punctuation, capitalization, and indentation from the original manuscript, which is in the Manuscript Division of the Library of Congress. Some portions are faded and difficult to read, but the version [printed on the Flown West page] follows Magee's as exactly as can be made out, following his penciled note on another poem, "If anyone should want this please see that it is accurately copied, capitalized, and punctuated." Nearly all versions use "...even eagle," but to the editor's careful scrutiny, it was "ever," formed exactly like the preceding "never."

On another matter, I am happy to report that the informative piece by Doug Wilsman, mentioned in our last issue and by our president in his message, is now on the RUPA website (www.rupa.org), thanks to the speedy work of webmeister Bruce McLeod. Ed.

PLEASE SEND ALL
POSTAGE CHECKS, MADE OUT TO RUPA , and ADDRESS CHANGES
to
CLEVE SPRING
1104 Burke Ln, Foster City, CA 94404
Or
Answering/FAX Machine.
1-800-787-2429
Or
E-mail
New Email for Cleve Spring: clevespring@attbi.com

Snowbirds & Others:

The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let me know by one of the methods listed above and I will switch them.

Also

Check the RUPA Directory and make sure we have the correct information listed for you.

INFORMATION about Membership & Postage Fees:

One Time Membership Fee.....\$50

Annual Postage Fee.....\$25

U. A. Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to:

Capt. T. S. "Ted" Bochniarz, Treasurer

11165 Regency Dr, Westchester, IL 60154-5638

U. A. Historical Foundation

Send donated artifacts to:

United Airlines Flight Center Mail Room

Attn: Tom Angelos

7401 Martin Luther King Blvd.

Denver CO 80207

Phone 303-780-5537

SAN FRANCISCO ANNUAL PICNIC

Plan now for this year's SFO Annual Picnic. August 14th at the Palo Alto Elks Lodge, 4249 El Camino Real, Palo Alto, 1:PM - 5:PM. We are going to try something new this year. Fully catered! Just show up! Featuring chicken, ribs and sausage, salad and desert. Beer and wine will be provided (no hard stuff this year due to new ABC rules). **All this for only \$25 per person! Send your reservations (and check) to Milt Jines, 1752 Monticello Road, San Mateo, CA 94402-4032 by August 4th. Questions? Call Milt at (650)431-4951.** Funny shoes contest! Wondering what to do with that old pair of tennis or cowboy boots? Get creative. Spray paint, add stuff (feathers, lights, animal fur, etc.), and modify, whatever. Prizes for the most creative, most gaudy and most, just most! *Milt*

“Generations Celebration 2002”

Denver Council 33’s Annual Retirement Party

DATE: Saturday, August 24, 2002

TIME: 5:30 PM Social Hour / Cash Bar

6:30 PM Dinner

PROGRAM: Guest Speaker Capt. Brad Thomann, Managing Director-Flight Standards & Training
Master of Ceremonies – Captain Nate Cloak
Entertainment provided by Dakota Blonde

LOCATION: The Stapleton Red Lion Hotel, 4040 Quebec Street, Denver, CO 80216 303-321-6666

ENTREES: Please make a choice:

**Stuffed Pork Loin – Pork Loin Stuffed With Roasted Red Pepper, Spinach and Feta Cheese. Served With a Mushroom Bordelaise.*

**Chicken Brassica – Egg Battered Chicken Breast Sautéed With a Stone Ground Mustard and Honey Cream Sauce With Toasted Almonds*

**Vegetable Wellington – An Assortment of Fresh Vegetables and Cheese Wrapped in Puff Pastry.*

COST: \$50 per person.

Table reservations can be made by calling the ALPA Office

Otherwise, dinner is open seating

Dress is Business/Evening

Make check payable to: Council 33 Annual Party

Mail check & RSVP to:

ALPA

7401 Martin Luther King Blvd. A056

Denver, CO 80207

Questions Call: Gayle Bebee – ALPA Office (303) 780-5070

Steve Jacques (303) 680-6664

Guest Room Reservations can be made by calling the hotel directly at (303) 321-6666

Indicate that you are attending the “Council 33 Annual Retirement Party”

Call no later than Saturday, August 3, 2002 for the special rate of \$59, plus tax.

(Return this portion by Monday, August 19, 2002)

Dinner RSVP

First and Last Name:

Entrée Choice:

Pilot: _____

Guest: _____

Guest: _____

Amount Enclosed \$ _____



Denver Council 33 “Generations Celebration 2002”

For the time period of 1 August, 2000 and 31 July, 2002, the following list of retirees was gathered for recognition at this year’s Council 33 annual retirement party. Our plans for the 2001 party were sadly canceled; therefore, those retirees who would have been recognized at that party have been combined with the pilots who are retiring through 31 July of this year. It makes for a rather lengthy list, but we ask that you take a close look at the names – perhaps pause to reflect on these pilots for their dedication to our airline and union family – because we want to be certain that we haven’t overlooked someone. We know that many long-time Denver Council 33 pilots have retired out of other councils and it has always been our intent to identify them and include them in our festivities as well. If you are aware of someone who should be on our list, please call the Denver ALPA Office (303) 780-5070 and leave that information on the voice mail.

Raymond H. Albers II, James R. Allen, Kenneth D. Anderson, Michael P. Anthony Gary C. Ayres, Robert L. Bailey, Dan S. Baker, Gerald M. Baker, Clyde M. Bennett, Grant C. Besley, Harold F. Biestek, David G. Binns, Donald A. Blanchard, John E. Boom, Craig G. Bonesteel, Robert E. Brickey, Richard T. Brinkworth, Harry C. Brown Jr., William A. Buckingham, Robert S. Burnett, Robert L. Cannon, David E. Carpenter, Peter A. Carson, Wilmot R. Carter, Guy F. Casey, Gilbert S. Chase, William M. Chute II, Alfred I. Claves Jr., Joseph L. Coates, Howard J. Cohen, Felix N. Courington, James L. Cox, James G. Custis, William A. Dias, Richard G. Distel, James M. Donovan, Jeffery S. Dotur, Bruce R. Douglas, Pedro Dove, Clinton W. Edgar, Vernon D. Ellis, Walter W. Ellwood, David C. Faiman, William W. Farish Jr., Melvin J. Fennell, Ignacio J. Flores, George A. Franzen Jr., James M. Galyen, Joseph J. Gareffa, George P. Garrett, Jack D. Gary, Whitney C. Gee, Lowell A. Gilbert, Hugh R. Goding, Charles F. Gonzalez III, Roger P. Granere, Bernard D. Granzow, Rolland S. Hamelin, Howard H. Hamner, Carl A. Hankwitz, Bruce G. Hansen, William P. Hanson, Robert L. Harrell, Richard T. Hartzler, Russell W. Haas, Hugh J. Hebert, Noel A. Heim, Jamal G. Hejazi, Jack L. Henderson, Anthony G. Hilbert Jr., Wayne F. Hillegas, Don W. Hodge, Hans W. Hoffman, Donald R. Hopkins, Robert L. Horstmann, John R. Houser, James W. Hoyhtya, Henry H. Jackson, Bryce A. Jenkins, Craig L. Johnston, Richard T. Jones, William M. Jones, Jeffrey S. Kanode, Alexander D. Kelley, Corwin M. , ippenhan, Charles R. Kittle, James M. Krasno, Robert J. Kroos, Ellis E. Laitala, Robert O. Lange, Alan A. LaVoy, Richard R. LeFevre, James D. LeMay, Michael J. Littlepage, Gary S. Longfellow, Peter M. Lynch III, Eugene B. Mallen, Clark D. Martin, Michael Martin, John O. Mayer, Karl G. Mayne, James D. McBride, Francis W. McCurdy, Gary E. McGaughey, James H. McKinstry, Malvin E. Meador, Philip M. Mentasana, Grant C. Merrill, Robert E. Meyer, Thomas B. Mezger, Michael L. Miller, Craig A. Mills, Ronnie D. Mitchell, Edwin J. Montgomery Jr., Jerry D. Morey, Steven E. Morris, Larry R. Munson, Roy W. Murray, Jon D. Myers, Gary R. , eff, Dennis S. Nelson, Donald W. Nelson, Hobart H. Newman, Gary R. Noyer, Theodore J. O’Malley, Robert H. Pasco, Guillern Perez, Garth W. Peterson, George E. Peterson, Randall L. Phillips, Warren Pierce, Jon K. Piper, Richard B. Rankin, John B. Raven, Samuel W. Reichert, Barry E. Remely, Ralph B. Ridge, Wayne D. Rodgers, William L. Rutherford, Paul E. Schueler, Albert J. Shulusky III, Gregory A. Slader, Robert H. Smyser, Allan E. Snook, Thomas P. Speer, W. D. Spillane, Gary C. Staves, Stefan H. Steinberg, Carl G. Stevenson, William T. Stovall, Laimons Sudmalis, John E. Sullivan Jr., Robert M. Tegeder Jr., John M. Thompson, David W. Thornhill, Michael W. Thorup, Patricia J. Tulley, Arthur M. Wallace, Kenneth A. White, John N. Whitley, Etzel M. Willhoit, David F. Wiley, Victor R. Wimpee, Russell L. Wittenberg, Robert P. Wren, Raymond H. Wright, Robert A. Zang, Also, FOSR Gale Petty

DANA POINT RUPA LUNCH Ted Simmons

The luncheon was held at the *Wind and Sea Restaurant* June 18th.

On Deck were, Bill Rollins, Joe Udovch Ted Simmons, Park Ames, Jerry Meyer, Bruce Dunkle, Bob Fuhrmann, Carlos Bernhard, and Jim Stowell. Jim is new to our group from DEN and LAX. Welcome! Carlos brought some great pictures of the flight line at Chino May air show. One picture of note was the Flying Wing N9M-B. Normally this plane is kept inside the museum. Carlos said it was a treat to see it fly.

Tony Testa, who had a hip replaced April 15, was unable to come. His new hip is working find but there are other complications. His wife did say there is nothing wrong with his ability to talk. I was able to gain a little history of his extended flying prior to UAL which included 20 years active and reserve. Helicopter flying in Key West, and Flying Boat time, PBM and P5M, in 1954 and 55. Hope to see you at next Lunch, Tony.

Bob Fuhman filled us in on a Barge cruise down the Tennessee River. The Barge is big enough to drive your Motor home on, much like a trailer park, set up and live on it while you float down the River. Next Lunch July 16. *Ted*

DENVER GOOD OLE BOY'S Dick Wagner

The "Good Ole Boys" had 45 present at our June 18 luncheon, including 22 ladies. It was with deep regret I announced the Last Flight West of Capt. Virg Vaughn, 93 and Capt. John S. Budko, 67. - - - I am still looking for some young retiree to take over as Denver Rep. - - - We meet the third Tuesday of the month at American Legion, Post #1, I-25, one block east on Yale, 1130 hrs. Next luncheons: July 16, August 20. Those present were: Dan Wine, Lee Baer, Marty White, Ted Wilkinson, Glenna James, Gail & Casey Walker, Bill & Jean Bates, "Kip" & Josette Kippenhan, Bill & Luci Pearce, Corinne Laufert, Gary & Marion Gore, R. O. & Millie Stewart, Ed & Ruth Riehl, Bill & Mitzi Fife, Virginia Vance, Bob & Ann Blessin, Ralph Wright, Fritz & Judy Meyer, Maury Mahoney, Joe & Marcee Kenney, Pat Murphy, Bob & Jim Clair Clipson, Bob & Laura Ashworth, Inge Peate, Dick & Ilene Wagner, Shirley & Jack Turner, Jim & Jessie Harris, Ed Schumacher, Steve Pahs.

NEW YORK SKYSCRAPERS LUNCHEON

Eighty one were in attendance on Wednesday May 22 when the New York annual coed luncheon was held at the *Montclair Golf Club*. A few cancellations reduced the size of the group, however we managed to make the club guarantee. With Jerry Schlicter making a last minute appearance, we went over the count by one. Captain Mark Seal was our guest speaker and addressed the concerns of the old timers about future pension payments, (that's everyone). Mark covered the pecking order for pension pay out and was able to answer the few questions that remained. Mark captured the attention of both retirees and wives; his presence was appreciated by all.

Many those who were unable to attend did send best wishes and I tried to make mention of those who asked me to do so. We had great news about our membership. Captain Jack Hill made his honorable intentions known by allowing his wedding date to be announced. Perhaps the bounds of etiquette were breached when the Chairperson invited all to the nuptials! Congratulations Jack and best wishes to his fiancée, Glinda Talley.

Ken and Kari Poh made the trip from Ocala, Florida. This may have been the greatest distance traveled to make the festivities. Others have more distant addresses but make the flight north to escape the summer doldrums of the sunny south. Dave and Ellie Hoyt were successful in navigating north with their boat, but because of some emergency dental work, had to postpone coming. "Lippy" Lippincott was sidelined having just been released from the hospital. Dorothy Lippincott, his daughter, said all is well and "Lippy" is looking forward to the October meeting in Connecticut.

When you look over the accompanying list, you may recall those pilots who are very active in the greater

New York area. Captain Jack Smith was our sponsor at the *Montclair Golf Club* and Ted Garrity has set aside our October meeting date.

Those persons who made contributions to our bank account, and could not be present, had their names entered into the cash drawing. We are grateful for remembering and are most appreciative. Lucky Al Veniskus, in absentia, had his name selected as the first drawn. Al will be given the choice of how he wishes to have his \$25.00 winnings applied. Ken Poh received \$50.00 and his trip north was just more icing on the cake. J. D. Weeks managed to walk off with the \$100.00 big money and a promise to be present in October. Jan Conover was awarded the free luncheon if he manages to attend in October. Jan will also be required to sell the raffle tickets.

Having covered most of the basics, look over the list below and see who you may have missed by not attending.

Ray & Sharon Amato, Bud & Mary Berlinger, Ron & Marge Bouchard, Pat Breen, Frank Calderar, Jan & Patti Conover, Little Ben Conklin (Active), Ed & Ona DeChant, Mike DeMeo & Diane Mantie, Chuck Brown, Ken Ernst, Jerry O'Donnell, Bill Muller, Harry & Jane Lloyd, Frank & Marian Farrell, Frank Decker, Ted & Cathy Garrity, Andy Harmatiuk, Bill & Connie Hedden, Jack Hill & Glinda Talley, Bruce Kutz, Ken Roberts, Clayton &, Janet McFarland, Ron & Betty Denk, Augie & Margaret Miller, Geoprege Schnell, Ken & Kari Perkins, Charlie & Bobbie Pocher, Tom Purrington & Kate Gonzer, Ab & Ann Rainbow, Mike Severson, John & Linda Stewart, Lyn & Martha Wordell, Jim & Mildred Wright, Bill & Lou Jane Bickert, Ben & Rose Mary Conklin, Bob Eccles, Mike Finnerty, George & Pat Haslett, Al Heller & Judy Barteau, Walt Matlack, Gene Mongan, Dave Ormesher, Ken & Lucille Poh, Bill & Shirley Reynolds, Mark Seal, Watts & Phyllis Waddell, Wes Erbe, Respectfully, *Ray Bernosky*

SAN DIEGO RUPA LUNCHEON

Our luncheon was held on Tuesday, June 11 at the *Quails Inn* in San Marcus, CA. If any of you are interested, we always meet there on the 2nd Tuesday of each, month.

Attending were two recent retirees, Joe Hart and Dale Elliot, who brought us up to date on the airline since our retirement.

Others Present were, Hugh Wilson, Bill Pauling, Roy Holmes, Don Trinick, and myself, Bob Bowman

About the Cover: Waco 10T

The Waco "Taper Wing" made its debut in 1928 and proved to be a most versatile airplane – serving as a trainer, sport plane, racer, mail plane, and one version was intended for export as a high performance fighter.

During the 1928 National Air Races held at Los Angeles Mines Field (today's LAX International) "Taper Wings" finished 2-3-4 in the 75 mile free-for-all, and 1-3-5 in the Transcontinental Derby. The same year, "Fearless" Fred Lund performed the first outside loop by a commercial aircraft in a "Taper Wing."

Built by the Advance Aircraft Co. of Troy, Ohio, the 10T was powered by the 225 h.p. Wright J-5 though the entire chrome-moly and spruce airframe structure was stressed to handle a 450 h.p. engine.

A hinged metal panel covered the two-place front cockpit area, which was utilized for mail and cargo. The "Taper Wing" handle came from the sweepback of the upper wing outer panels, and the matching lower wings.

Pacific Air Transport, soon to become part of United Airlines, used the speedy 10T to haul the mail.

Technical Data:

Power Plant:	Wright J-5 225 h.p.	Gross Weight:	2,600 lbs
Upper Wing Span:	30'3"	Useful Load:	813 lbs
Lower Wing Span:	26'3"	Max. Speed:	135 m.p.h.
Length:	22'6"	Climb:	1,200, ft/min.
Price:	\$8,545 (\$90,000 in inflation adjusted 2002 dollars.)		

LAX LUNCHEON

We had a nice turnout of 26 members and guests, and were delighted to see two new members, Sharon Crawford, who is an Airbus Captain and will retire in August, and Larry Freeman, recently retired Captain from the 747-400.

Sharon shared an interesting story of her career as a math teacher and then how she became an airline pilot and the events in between. Larry filled us in on the political climate at United and in ALPA.

We were honored to have Susan Tyree attending. The rest present were, Ken Williams & his grandson Scott Tucker, Loyd Kenworthy, Margaret & Charles Barnard, Don Crawford (spouse of Sharon's and a retired TRW engineer), Jim Matheson, Jim Day, Shirley & Jack Hanson, Walt Albright, Norm Witt, Lee Cameron, Dave Tank, Don Krueger, Gene Gwenda, Mike Kendel, Hilda & Herb Goodrich, Joyann & Jack Moore, and Linda & Rex May.

We hope to see everyone in Van Nuys on July 18 and in El Segundo on August 15.

Best wishes, ~~Rex~~ Wrecksmay@aol.com

As we go to press the working pilots are facing a difficult choice on a membership ratification vote on the future of United Airlines. The following excerpts from the Council 57 Chairman's report should give readers a feel for their situation. Ed

CAPTAIN REPRESENTATIVE'S REPORT, Captain Dave Landry

Missed Opportunity: Recently management announced they would begin the search for a new CEO to replace Jack Creighton. It was also stated that the search could take as long as six months, making Jack's tenure well over a year. This is an extraordinary length of time to leave the corporation floundering, without a vision or a plan to compete with the new realities in the marketplace. While our competitors have also been badly affected by the economy and the new security restraints, they have had the benefit of continuity of leadership in the front office. This has not been the case with United. At a time when we needed a leader who would make some long-term decisions, replace poor managers and develop a business plan that made sense to the employees and shareholders, we muddled along with a figurehead. The operating decisions have been left to the same people who brought us to a financial precipice.

This is not to say that Mr. Creighton was a bad manager. Although he never appreciated the difficulties of reaching agreements with the IAM labor groups or their deep resentments toward management, the real problem is that he stayed too long. He could not make the permanent changes that United will need to survive. At the open session of the January MEC meeting, I conveyed my concern to Mr. Creighton that the best thing that he could do for United was to quickly find his replacement.

Financial Advice: There is a misperception that members of the MEC have been educated in the finer details of the company's financial condition by our advisors. This is far from the truth. Most MEC members rely on the opinions of these advisors. It is logical that we would retain the best resources to give us an expert interpretation of the financial data. This system has generally served us. Nevertheless, a perennial question that has been troubling is; what if the advisors' opinions are wrong?

For this reason, Council 57 asked that the MEC consider a second independent source for evaluating the company's financial condition. This analysis would have been more than just looking to see if the company's financial reports are truthful. Since the Enron fiasco, it is not likely that anyone would illegally manipulate the financial data. A second opinion would have been just that, an opinion of the company's need and their prospects for borrowing money to weather the economic recession. It was not to be. On an 8-to-11 vote, the MEC rejected our council's appeal for a second opinion.

Success Fees: The issue of how our investment banking advisors are compensated has become a hot topic. Since the controversy over the fees paid during the ESOP transaction, we have been very sensitive to this subject. To my knowledge, there are no secret deals to compensate our advisors. What we have been told is that the company will restructure its debt in the recovery plan. The advisors have said they will assist the company with their investment banking expertise with or without pilot participation in the recovery plan. For their investment banking services, the company will pay them a fee that is normal and customary for these activities.

A question that I have asked is, why would United need our small investment banking firm when they already retain Morgan Stanley to accomplish these tasks? I have also stated that to represent both the company and the union is an obvious conflict of interest, particularly since these people are our sole source of investment banking advice. Unfortunately, the MEC officers, the MEC staff, and the majority of the MEC do not share my skepticism, so I could be wrong. You will have to decide.

Unanimous? Last January the investment banker told the MEC that United could not borrow the money necessary to refinance debt that would come due this year. The equity markets were just not available to us. It would be necessary for the company to mortgage all of its unencumbered assets to survive the recession, and our cash was dwindling at \$10 million every day. We were told the business traveler might never return, that the business plan was broke, that a day would come when the UAL Board would have to file for bankruptcy if they could not lower their costs. With this advice, the MEC passed a resolution to allow discussions with management as to the pilot participation in a comprehensive recovery plan by all the so-called stakeholders (employees, vendors, manufacturers, debt holders, etc.). In any event, the January resolution, while unanimous, was very general, more on an exploratory level.

At the April meeting, with seven new members elected to the MEC, the financial situation had greatly improved, but the new MEC, without objection or another vote, allowed talks to continue with management on our participation in a recovery plan. The point is, there is an implication that the MEC is unified behind a concessionary recovery plan. The MEC has never agreed that we would or should participate in the recovery plan, only that discussions with management could be held. The MEC officers have expressed their desire for an agreement with management so that the company could take advantage of the government loan guarantee program. We have objected to rushing to an agreement because of any deadline. Nevertheless, it is possible that we could reach a tentative agreement with the company without further input from the MEC. If the MEC accepts the terms of that agreement, you will be asked to vote on it.

Recent News Quotes: Chief Financial Officer Jake Brace said at a news conference that the airline does not have any short-term cash issues, having completed two refinancings earlier this year. The loan guarantees are "interesting to us because it might be a way to weave in the employee piece" of the financial recovery plan, Brace said.-Reuters, May 16, 2002

Company officials have said such a loan application could help it with its employee campaign, given the federal loan board has said it will give preference to applicants that can demonstrate they have won concessions from employees, creditors, and others to strengthen the company's financial condition.-Dow Jones, May 16, 2002.

SEATTLE (Business Wire) April 30, 2002-Joseph Adams, the executive director of the Air Transportation Stabilization Board that was formed to administer \$10 billion in loan guarantees for the U.S. airline industry, resigned today,

AirlineMonitorWeekly.com confirmed. "The recovery of the airline industry has been more rapid than expected," Adams told AMW, "and the capital markets have reopened to the airline industry. The loan board has achieved its goals of stabilizing the airline industry. What the board was meant to accomplish has been accomplished."



Boeing on Rudder Inputs

IF WE CAN'T FIND A SOLUTION, LET'S REDEFINE THE PROBLEM!

There is a very disconcerting movement afoot to quietly change the rules of flying after nearly 100 years. If successful, it will make life so much easier for certain entities -- entities like the NTSB, FAA and Aircraft Manufacturers of large aircraft. Actually it isn't just to make life easier since billions of dollars are involved. The FAA now says there is no need to ground the Airbus and says also that no link has been found between material in the tail fin and the N.Y. crash.

Perhaps not, but there is one indisputable link --- the tail went for a swim in Jamaica Bay and the aircraft crashed and burned in a nearby neighborhood with the loss of all aboard and five lives on the ground. A substantial number of American Airline pilots who fly these things have called for their grounding, but the government isn't listening.

THE REALLY SCARY PART IS YET TO COME!

Boeing, at the request of the FAA, has issued a statement redefining pilot procedures that have successfully been in effect for nearly a hundred years. Isn't that incredible?

GET THIS; FROM BOEING: "The bulletin stresses that rudder input 'as a means to maneuver in roll' -- often taught as part of military or general aviation pilot training-- 'typically does not apply' to large transport aircraft operations. 'The rudder in a large transport airplane is typically used for trim, engine failure, and crosswind takeoff and landing. Only under an extreme condition, such as loss of a flap, midair collision, or where an airplane has pitched to a very high pitch attitude and a pushover or thrust change has already been unsuccessful, should careful rudder input in the direction of the desired roll be considered,' Boeing said. A rudder input is never the preferred initial response for events such as a wake vortex encounter, windshear encounter, or to reduce bank angle preceding an imminent stall recovery.'

Well now, THAT certainly takes care of the Airbus crash -- obvious to Boeing now, the pilots used their rudder below design maneuvering speed and caused the tail to decide to leave the aircraft for a swim. That's time to break out the Champagne in France because design maneuvering speed no longer applies to transport aircraft!

To continue: "Boeing also cautioned that "sequential full or nearly full authority rudder reversals may not be within the structural design limits of the airplane, even if the airspeed is below the design maneuvering speed," noting that no Boeing procedures "require this type of pilot input." Besides overstressing a vertical fin, rudder reversals can put "excessive structural loads" on other parts of an airplane, such as engine struts. Gee Jessie Lee! Now we have not only negated forever the FAA definition of "Design Maneuvering Speed" but we also have absolved all those crashes and upsets on Boeing 737s that Boeing earlier reluctantly admitted were indeed a design problem. No more.

WHAT IS GOING ON HERE IS MERELY AN ATTEMPT TO CHANGE THE RULES

Here is another example of a rule change: The bastard helicopter-yes-no-airplane V22 Osprey program has been in deep trouble with a number of marine-killing crashes. So, now the rules are being changed by the Navy so that ... "No longer does the craft have to be able to land without power when it's in helicopter mode." What? Do you realize that means the Osprey is now safe to crash! "Say you lost an engine, Marine 234? Okay, cleared to crash in your present location!"

DON'T LET THIS CONTINUE: Every pilot in America -- from the student pilot to the Airline Transport Pilot -- should be offended by these blatant attempts to change the nature of flying. Don't you just love the phrase, "...military or general aviation pilot training -- 'typically does not apply' to large transport aircraft operations?" Excuse me, but It has typically applied for decades. But now all is different? Ever hear of the tail section of a DC3, 4, 5, 6 or 7 falling off in midflight?

Is the basic Flight Instructor now doing his student a disservice by using Dutch Rolls to teach his coordination of controls?

Has anyone ever ripped the tail section off a Cessna while instructing new control coordination? No, because the Cessna is designed and constructed to perform in a normal matter. Why suddenly are Transport Aircraft to be immune?

As a pilot, please make your views known now: * Email your congressman:

<http://www.mrsmith.com/index2.html>* Write the NTSB: NTSB Headquarters, 490 L'Enfant Plaza SW, Washington, DC 20594 * Write the FAA; Federal Aviation Administration, Aviation Safety Hotline, ASY-300, 800 Independence Avenue SW, Washington, DC> 20591
It IS important. T. D. Ponder, Airline Transport Pilot, Birmingham, Ala.

Another Caterpillar Story

Bob Bowman sent the following: To my knowledge this is about the only person who bailed out of a UAL or predecessor plane. I am 82 now, and he was my half-brother. A WW I balloonist who was subsequently employed by Pacific Air Transport.

Dick Bowman, as you probably all know, has joined that exclusive circle, the Caterpillar Club. The particular circumstances surrounding this incident justify PAT's policy of refusing to carry passengers at night or in bad weather on this route. This policy, in the end, cannot help but bring to PAT the confidence of the public and to react generally for the good of the Aviation industry. Dick has asked to give us the details of his jump and has done it in such a masterly way that we are quoting him direct:

"It was a dark and stormy night. There wasn't a campfire, so Louie lit a red flare on the emergency field at Saugus. While high overhead the stars played hide and seek with the storm clouds, the beacon at Newhall was doing its best, but was soon lost after take off. Climbed to 6,000 feet in a spiral over the field, then lost sight of the lights on the ground. I seemed to be above the clouds, headed north on the course to Bakersfield, climbing all the while. In a few minutes was enveloped by the clouds, at the time being about 7,000 feet altitude.

There was nothing to do but keep climbing to get above them. Everything was going fine until the motor started to losing revs. Apparently the moisture from the clouds was freezing in the carb, cutting off the gas. Managed to climb to 9000 feet, playing for a break over towards the Mojave Desert, when suddenly the air became very bumpy and rough. The instruments started doing funny things, had been flying blind for 25 minutes, the controls didn't react as they should and then I realized that I was experiencing that thing most dreaded by all pilots, being out of control while flying, blind. Tried everything I could of but to no avail. Knowing that the mountains were around 6000 foot and more, 'I decided it was time to unload when I had lost 2000 feet by the altimeter. And Oh! Boy! what a grand and glorious feeling when the chute snapped open, seemingly before I had finished pulling the ring. Blessed be Jimmy Russell.

Have often heard that there wasn't any sensation of falling when jumping in the fog and can assure you that it is a fact; there isn't any up or down and speculation as to what a fellow will land on is futile, so I didn't waste any time on that, but greatly regretted a perfectly good cigar I had been chewing on before jumping. Heard poor old #7 sing her swan song and go crum-m-m-p within about 10 seconds, so knew it wouldn't be long until I would be somewhere, so crossed my legs and shielded my face, hoping that the fog would thin out before I landed. A dark shading told me I passed the top of the mountain very closely and there was I in a little cleared space in the brush. Saw a couple of lights off in the distance. Then the fog blotted out everything and it started to rain some more -- drizzled until morning. Took me half an hour to start a fire and lots of ambition to keep it going, but as that was all I had to do until I could see something, it broke the monotony of a 4-hour vigil.

Then came the dawn - at least the pheasants cackled and it started to get grey. Rolled up the chute and started downhill on the side the lights had been visible from. No way of telling directions - then the fun began. Slid, rolled and walked for 5½ hours before I came out into Castaic Canyon, where a Ford car came to my rescue and carried me to a telephone.

The relief in Mr. Tyler's voice repaid for the forced hike and that.

Mr. Gorst and the boys enjoyed a wonderful vacation for the next ten days prospecting, shooting mountain lions and fishing until finally Mr. Cline, an old-timer, found the remains of poor old #7 tucked in under clump of rock oaks, content to rest her weary bones from the midnight run.

From the Pacific Air Transport (PAT) News, December 15, 1927

AVCAD/NAVCAD REUNION 2002 – September 30 thru October 3, 2002 PO Box 425, Corpus Christi, TX 78403 Telephone 361-853-3910 email gob8282086@cs.com

Walt Clark, Asst. Chief Pilot, Washington Flight Operations

This article appeared in the "DC Meter", the local DCAFO Flt. Ops. Publication. The author, Capt. Walt Clark, refers to the April Washington Area luncheon, but his sentiments pertain to all the individuals of RUPA. I forward his article for your pleasure. E.K. Williams

RUPA

Last month, I had the privilege to be invited to the Retired United Pilots Association (RUPA) luncheon. Now these gentlemen may be up in years, but they are from the old school and they know how to give a party! On this particular occasion, they had their wives in attendance. It was a very grand affair. We honored Herb Petitt and his wife for all the years he had dedicated, not only to United Airlines, but also to these men and their families. It was absolutely remarkable when each one of these men would reminisce a story that would start out, "Herb, do you remember when I asked you to.....". Each one of us will have done well if our contemporaries will be able to fondly recall stories similarly to the ones told that afternoon. I do not think we can thank Herb enough for all he has done for us.

I also had the honor to address this group and bring them up to date on current affairs, especially concerning the Washington Domicile. I focused on our Security Training Program. They were very interested in all aspects of the course. Of particular interest, were the fortified door and the TASER gun. But here is what struck me that afternoon. I surveyed the room. I saw Pilots that had retired the previous month, thirty-two years ago and all sorts of years in between. Seems like every aircraft flown during that time was represented. I reflected on the history in the room and how these men had not only protected the profession but also added so much to it. We are not only the benefactors of their efforts but are now the guardians of the legacy. I found myself asking, "Am I helping to uphold this heritage?" That is a question I will have to not only answer in actions, but also be held accountable for the generations to come. These Gentlemen left us a contract to build on and the ALPA Code of Ethics to maintain. Like Herb, we can never thank them enough, but one way I have been thanking these gentlemen for many years is through check-off to the Retired Pilots Fund.

Thank you members of the Retired United Pilots Association. Walt Clark, Asst. Chief Pilot, Washington Flight Operations

Interline Ticketing Requests

United Airlines is in the process of closing many of its ticket offices. Many of our members who do not live near an airport or remaining ticket office have had difficulty obtaining offline reduced fare tickets due to the distance that they live from these locations. Linda Lister, Manager Travel Benefits & Relocation at WHQHR, gave the following process information, which aids our retirees who live a far distance from a ticketing location:

We have developed a process that our retirees can use to order reduced fare tickets on other carriers. This process is described in Travel Regulations Series 10-3 p.70 which can be read in our intranet, SKYNET. <https://united.intranet.ual.com/>. Here's the verbiage; "Retirees living over 100 miles from a United Ticket Office may request tickets from WHQHR-Travel Benefits. When the request is received the retiree will either be called or sent a notice for the fare due. When payment is received by WHQHR the tickets will be sent directly to the retiree's home. Please allow a minimum of 4-6 weeks before the trip to allow time for our Travel Department and Customer Service staff to process the many ticket requests that we receive." As always, the UA Benefits Service Center at WHQ may be contacted with any travel questions or to request tickets at 800-482-5236. The airline, flight segments and the dates of travel should be known and requested. By the way, here's some other new information. There is a new interline travel website at ual.interliner.com. This was recently announced in SKYNET on NewsReal. **I would encourage everyone to look at the website from home or the local community library. All interline agreements and travel discount information is included on the site.**

<p>CHICAGO RETIREMENT PARTY - 2002 Friday, November 8, 2002, at the O'Hare Westin More to follow, Thanks Robert G. Blackwell Party Coordinator</p>

More on “Driving a Green Car”

We printed an article in the June issue of the *RUPANEWS* entitled *Driving a Green Car*, but forgot to tell you that it was submitted by Jim Waters. Here is some follow-up information on the Green Car and pilots carrying firearms, from James Biestek.

Dear Jock, I have two comments on items in the June *RUPANEWS* regarding the article on the hybrid gasoline-electric car. I have been told there are TAX CREDITS for purchasing these cars. I believe it is \$1500 from the feds and the TAX CREDITS at the state level vary from state to state. In Colorado the TAX CREDIT is in the neighborhood of \$4,000. Colorado uses a formula to determine the credit and it will depend on which car you buy. The one guy I know who found this out said it really took some digging. He had to talk to 4 revenue agents at the state level before finding one that knew about it. The federal one was much easier to find. Many of the car sales people he talked to were unaware of it. I emphasize that it is a tax credit, not a deduction.

There were comments about the proposal to allow pilots to be armed. I received an email about a group that has been formed to lobby congress for legislation to override the FAA and give pilots the option of carrying a firearm. The group is called the Airline Pilots' Security Alliance (APSA). Their web site is <http://www.secure-skies.org>. Address APSA, 8190 Beechmont Ave. #340, Cincinnati, OH 45255-6117. I don't personally know anything about them. I'm just passing this on for information. Jim Biestek
biestek@compuserve.com

United Interline Pass Bureau

Thanks to Cindy Robb, DCAFO Manager of Admin, I was alerted to the new website with info on Interline Pass Privileges. You can get there two ways. #1. Log into SkyNet, <https://united.intranet.ual.com/> go down the page to the Travel box and click on Interline Pass Bureau. #2. Go to www.interliner.com and that site will give you the SkyNet log-in function.

When you get to the Welcome page you will find a link to Interline Pass Benefits in the first paragraph. The first paragraph of the Interline Pass Benefits page is a link to Individual Carrier Agreements. Also at the bottom of the page is a RETIREE paragraph with a link to the UAL regulations regarding Retirees.

United Interline Pass Bureau Launches Website

Designed for the pleasure travel needs of United Airlines employees and retirees, the United Interline Pass Bureau Website is a single source of interline travel information and ways to take advantage of interline privileges.

The United Interline Pass Bureau Website was developed at no cost to United by partnering with Vision Internet, the web development arm of Interline Value Vacations. Feedback and suggestions from various employees and employee groups were extremely valuable in designing the content.

Users can access the site from within the United Network (at work or via VPN), as well as directly from the internet. Access is limited to users with Skynet logins. If users try to access the site without logging into Skynet first, they will be redirected to the Skynet login page and then automatically transferred back to the Pass Bureau site.

The site offers comprehensive information on interline travel, including internet website resources, links to UA-specific information on Skynet, and most importantly, details of United's interline reduced rate agreements with over 140 airlines. Up to now, these agreements were only available in Apollo in the S*UPE/INTERLINE profiles. Now they are also quickly and easily reachable through this site.

The site links directly to www.interliner.com, which displays all the travel offers from Interline Value Vacations and provides online booking capability. IVV specializes in All-inclusive Resort and Cruise specials for the interline community.

For the most updated information from United, the site also links directly back to Skynet.

Perhaps webmeister Bruce McLeod can link those sites to our website www.rupa.org.

Whole-body screening: Worth the trouble?

It's an attractive notion: A single test usually with one of the faster, new generation CT scanners-checks one

or more of your organs for cancer and examines your arteries for signs of a brewing heart attack. A number of clinics now advertise and offer such services directly to patients, without a doctor's referral. But are any of the tests, which cost \$500 to \$1,500 and usually aren't reimbursable, worth taking?

Lung scan. Several studies have found that routine chest X rays in smokers don't save lives, since the tumors are seldom visible on X ray at an early, curable stage. The new CT scans can identify lung cancer much sooner than X rays can, but the test's use, even in smokers, remains controversial, for several reasons. Some evidence suggests that many of those smaller cancers may also have spread by the time they're spotted. (Ongoing clinical trials will resolve that crucial issue in a few years.) Moreover, for every cancer detected there are anywhere from about 10 to 100 abnormal but ultimately benign findings that require follow-up tests, including possibly biopsy or even exploratory surgery.

Still, the new scans give smokers their best chance of spotting lung cancer when it's potentially curable. If you decide to undergo the test, look for a physician involved in a study of CT scanning for lung cancer. Such doctors tend to use the best techniques and machinery, which increase the accuracy of the tests and decrease radiation exposure and the chance of unnecessary biopsy.

Colon scan. The potential of CT colon scans, or "virtual colonoscopy," intrigues researchers, but the test still misses some of the worrisome growths identified by traditional colonoscopy. And while the CT scan is less intrusive than the regular exam, it still requires taking a powerful laxative or enema a day beforehand and having the bowels inflated with air during the procedure. Further, abnormal results still require follow-up with regular colonoscopy. For now, our medical consultants recommend sticking with the standard colon-cancer tests. *Heart scan.* Plaque deposits in the coronary arteries contain small amounts of calcium, and research suggests that calcium levels in the artery walls correlate fairly well with the extent of arterial blockage. However, the American College of Cardiology and the American Heart Association say that routine use of the test is unwarranted in most individuals, for the following reasons: People at low risk of coronary disease rarely have elevated arterial calcium levels. And high-risk individuals should be treated aggressively regardless of their calcium score. For people at moderate risk, such as those with mildly elevated blood pressure or cholesterol levels or just a strong family history of coronary disease, a high calcium level might warrant more aggressive treatment, for example by starting drugs sooner or aiming for lower blood pressure or cholesterol levels. But even for those individuals, it's still unknown whether treatment based on calcium scores yields better outcomes.

People with moderate risk who are considering taking the test should discuss it carefully with their physician. If you decide to take it, ask your doctor to refer you to a university-based facility, not a walk-in clinic; that increases the chance of accurate interpretation. *Full-body scan.* The theoretical advantage of this test is that it can reveal problems not only in the heart and lungs but also in the kidneys, liver, pancreas, gallbladder, bladder, prostate gland in men, and ovaries and uterus in women. (Colon views aren't included, since they require bowel preparation.)

But the scans can reveal not only cancers but also numerous benign abnormalities, including acceptable deviations from normal human anatomy and scars from old, healed infections. "Unfortunately, it's often hard to distinguish serious problems from benign ones," says Robert Stanley, M.D., president of the American Roentgen Ray Society, the nation's oldest radiology group. Stanley and other experts we consulted say that the number of false alarms triggered by the abnormalities seen on scans would be literally overwhelming. And there's no evidence at all on whether such screening saves lives or just needlessly exposes patients to lots of radiation hundreds of times more than a chest X ray, and again, triggers a cascade of unnecessary, costly, and potentially harmful follow-up tests.

The American Cancer Society, the American College of Radiology, and the U.S. Food and Drug Administration, which oversee medical devices, all recommend against whole-body screening. Consumers Union's medical consultants emphatically agree.

Consumer Health – April 2002

My own experience has been that even the newest P.E.T scans (which insurers other than United's Blue Cross are reluctant to pay for because of cost) are not always definitive. Save yourself money and worry and forego them. Ed

LETTERS

PARK O. AMES—29081 Ridgeview Dr, Laguna Niguel, CA 92677 1963 to 1996

Greetings Cleve, As I sit here writing my annual postage check, I once again am aware of the hours of volunteer time you give, along with your crew, to the rest of us who look forward each month to receiving the *RUPANEWS*. You do yourselves proud!! Thank you much, *Park*

RICHARD L. BALDWIN—3206 Shoreview Rd, Triangle, VA 22172

Dear Cleve, It has only taken Eight years to finally get the “check in the mail” on time. Eight years is really not all that long. It has “whipped” by in what seems about six months.

I enjoy looking through *RUPANEWS* for the names of old friends and reading their adventures. Some of them still seem to have longer stories than mine, and they are always more exciting, but then, I have always been more “provincial” than most.

I want to thank Doug Wilsman for his kind offer to educate us on the parameters of the “A” Fund.

Doug always did take good care of his pilots and he did it for a lot of years.

My best to all of my old friends out there, *Dick*

CARLOS BERNHARD—24331 Pasto Rd Apt F, Dana Point, CA 92629

Hi Jock, Cleve and Company, Another year went by. Please note my new E-mail address carber3@fox.net. Still flying my Skylane, doing some instruction and flights to Mexico. Thanks for all the Newsletter makers. Jock I hope you are watching real football. Best regards, *Carlos*

Glad you didn't call it soccer. Ed

CORRINNE & JIM BOYER—1150 6th St. S, Naples, FL 34102 Boyjam6@aol.com 1957-1992 SFO, MDW, ORD, SFO, ORD

Greetings to all from Paradise, First of all we have a new e-mail address which is listed above.

Thanks to the change to AOL we can't use compusult's Easy Apollo for trip selection and listing. We do get into the United Channel for load information and listing but it isn't the same as Easy Apollo.

We haven't been doing any traveling out of the country and just up to the Chicago area to see the kids and grandkids. We don't plan on doing the RUPA cruise as the dates conflict with some tennis playoffs. Corrinne is very active as a team captain and has had two undefeated seasons. This may be the year to get out of the regionals and sectionals to the nationals.

All of our kids and grandchildren are fine, except for our oldest grandson, who was just diagnosed with diabetes. He seems to be handling it OK, although he will have to make some adjustments to his lifestyle.

For those of you out there with prostate concerns, there was an article in webmd on line about cryosurgery that was very interesting. I'm heading out to SEA this month for my 5th year checkup. Last PSA was 0.1, so I'm still an advocate of radiation and seed implant.

Check is in the mail to Cleve. Again, thanks to all who labor to make RUPA what it is. Those of us on the receiving end are grateful. Fraternally,

Corrinne & Jim

CARTER & BOOTIE BRIGGS—321 Main St, Sebastian, FL 32958 561 589-6569

Hello to all !!! Another Golden Year over the damn, and I am late with Carter's postage money. He will be 81 on the 28th and I have not sent his dues.

At present he is in a facility for rehab.

No earth shattering news except whoever labeled these years as GOLDEN had a problem.

Enclosed is check for this years dues. Sincerely,

Bootie

MAL BROWN—3757 Notre Dame Ave, San Diego, CA 92122

Hi, Cleve-- In the May issue of *RUPANEWS*, it appears that the naughty computer committed a minor boo-boo by attaching a Naples, FL, address to my report concerning the mailing fee. [*Oh, those pesky computers*] Would you please return us to 3757 Notre Dame Avenue in San Diego, CA 92122 before my friends in Naples consider demonstrating against the possibility that we might wash up on their shores? Thanks--and while I'm at it---

In the process of logging about 100 trips to Bangkok over my last eight years, I awakened one Sunday morning to a Bangkok Post headline

reporting a collision between a truck and another vehicle in front of the Israeli embassy the previous day--the occupants of the truck immediately ran off. Eight days later in the Post, on learning that the owner of the truck had been murdered, the impounded truck was searched and a large load of explosives was found under oodles of styrofoam packing--along with many fingerprints of the notorious bomb planner Ramzi Youssef (now in a U.S. federal prison). A close call, apparently. Some time later, a bomb threat was called in to Bangkok Airport authorities shortly before United and JAL trips were scheduled to depart at midnight on all-nighters to Narita. JAL took off as scheduled. United's Captain Jack Draper gathered the passengers and let them know that there would be a delay until all affected parties had searched the airplane and all related equipment, and that not until he was satisfied that there was no danger of sabotage and that he would board his own family had they been there would we depart. Two hours later we were airborne for NRT.

I mention this incident now because I decided, post-9-11, that the bomb threat was a test of how seriously United considered such threats, especially in a place like Bangkok, with an airport having porous security and an Islamic country (Myanmar, or Burma) just down-river. And it is reasonable to expect many more such threats (and actual terrorist attempts) in the future.

Thanks again, *Mal*

JIM COLMAN—9245 Morningstar Pl, Parker. Co 80134 Ph 303-841-0660

Dear Jock, As a current 767 Captain in IAD, I have just finished reading the current copy of *RUPANEWS* which was very impressive. My kudos to the staff, as a magazine of that quality does not happen without a lot of hard work. I am in quest of some information regarding the history of the olive branches/scrambled eggs on the bill of a UAL Captain's hat. I work as a facilitator in United's current Captain School. The school is 8 days long, broken into three parts over a 12 month period. I facilitate in the initial four day portion called "Flying the Line." It was developed by and is facilitated by senior line pilots with a large input from ALPA. The influences of the experiences of retired pilots are evident throughout the course. The other four days of Charm School are broken

down into three days in WHQ learning how the company works and one day in the home domicile learning how the domicile works. The result is a better educated new Captain as opposed to the old way of learning to be a Captain. (Go make all the mistakes and then you are a seasoned Captain.) One missing ingredient in the course is the history behind the hat bill design. If you have some input, please email me the information and it will be incorporate into the course. My email address is; seamusornella@aol.com. Your cooperation is greatly appreciated. Fraternally, *Jim Colman Jim: We've been asked this before – had no input at that time. Perhaps this time we may get lucky. How about it readers – anyone know the answer? Ed*

JIM DAY—20121 Phaeton Dr, Woodland Hills, CA 91364

Hi Cleve--I guess it's that time again-- they seem to come around faster and faster. Its 83 for me this time and I still don't believe it. Things are going reasonable well in our family, travel as much as possible, thanks to United--only hope they can start making some money soon.

All the best, *Jim*

EUGENE EAGAN—PO Box 88527, Honolulu, HI 96814

Hi Cleve, All too quickly, two years have passed since I flew my last flight with UAL. Since that time I have been a resident of Hawaii. I guess it was officially recognized when I was summoned



for jury duty. (They used to get me every two years in California?)

I have joined the Waikiki Yacht Club. It is located in the Ala Moana Park, across the street from the Waikiki end of the Ala Moana Shopping Center. If any of our members are in Honolulu, they are welcome to use their reciprocity and visit the club. (While the spouse is shopping at the largest shopping center in Hawaii??) We have a friendly club with a nice restaurant and lounge. I am sure it will be a pleasant experience.

This week, while at the club, we had a discussion about the characteristics of WWII aircraft. I found a site by using www.google.com search engine and looking under American A/C WWII. In the P-51 section they had a list of the P-51 aces. Among them is listed our own Harley L. Brown (Six victories.) Cheerio, Harley!! Google is an excellent search engine.

Enclosed, please find my check. I really appreciate the work that the staff puts into RUPA. Regards and Aloha, *Gene*

PATRICK FLANAGAN—1460 Bermuda Cir, Reno, NV 89509 775-828-1993

It was with bemusement that I read the letters about “who’s the #1 Captain 400 checkout” between Mssrs. Gallant & Russell. Some things never change.

It would be one thing if this good fortune were the result of superior airmanship, intelligence, or aptitude. But it was the result of age at date of hire and subsequent good fortune, such as mergers and takeovers. And even at that point, it was the efforts of the pilots and their union to secure these vaunted positions for those fortunate enough to qualify. Not much credit is given in these writings to the tireless efforts and commitment of the many union operatives who withstood the endless attempts by the “Company” to negate the seniority system and work rules. Not one contract “opener” failed to include significant chipping away at the hard won union rules and seniority-based awards.

I do not mean to take away from the quality of service these two gentlemen provided. We should be proud of their achievements. And ours, as well. But give some credit to the security provided by a solid union group. We all helped in these careers. A thanks now and then would be in good taste.

As for me, I wouldn’t trade my fighter time to be

“No 1” anywhere. Go figure, *Pat*
It’s always better to be lucky than good. Ed

A. M. “MAX” FRIEBEL—6020 91st St. E, Puyallup WA 98371 andrfrieb@aol.com

Dear Cleve, I am sure I join those that marvel how “Tempus Fugit”. Time flies – I am coming up on six years of retirement and I still have things on my “To do” list!! And there is another birthday coming up, so the check is enclosed.

It has been another great year in the Great Northwest. My lady, Elizabeth, and I have been doing quite a bit of traveling since she retired earlier this year. We have a new motorhome, and have already had a couple of trips with it, and a long trip is scheduled for later on this summer. The motorhome is taking a little pressure off the airplane. There are several flying trips planned for the Cessna this summer also.

We recently returned from a trip to Europe where I did some searching around for my ancestors. Now that the wall is history, we were able to get to some of the villages in Eastern Germany where the ancestors grew up. My genealogy research has not discovered any royalty in the family (Nor sheep thieves) so far! If you need a hobby, start tracing your ancestry — it takes hours!

Before closing I must say “Thank you” to you Cleve, and your “Stuffing” crew for doing a good job! I would also like to recognize all the working crews who are keeping the airline going under some very stressful conditions. My regards to all,

Max

DICK FUNDERBURGH—28 Hathaway Ln, Highlands Ranch, CO 80130

Dear Cleve, Enclosed please find my check for the annual Postage fee. I’m only about a month late, which is pretty good considering my advanced age and all. Not much to report since last year. I’m still playing with little airplanes, mostly Bonanzas and Barons. I am fairly blessed with good health and good friends and what more could a guy ask? Thanks to all of you who keep the *RUPANEWS* coming, I do enjoy it! *Dick*

CHARLES H. GEORGE—PO Box 460, Stanwood, WA 98292

Dear Jock, I sincerely apologize for getting this in on time. I realize that this will probably cause some

consternation on the part of all who know me, but I would like to assure all that I'm still in the process of losing all my marbles. My kids continue to look for a "home" for me, and my wife has started cooperating with them. I probably have a lot to report, but I can't remember anything that happened through out the year, so suffice to say that no one had a better year than me.

Many thanks to everyone responsible for getting the news out each month, and I actually sent a remittance to Cleve also on time. I promise to never let this happen again. *Chuck*

RICHARD B. GIFFORD

Subject: First in the -400

Good afternoon, Jock: Without getting into parochial arguments over precisely what defines a "line pilot," both Pete Gallant and Dick Russell are correct about being the first to fly the 747-400. Between November 19, 1988 and February 4, 1989, many UA instructors, managers and Line Check Airmen, all holding numbers on the Pilots' Eligible Seniority List, were trained and typed on the -400. Many of these pilots later held 400 bids and flew the airplane on the line.

Captain Dick Russell was the first pilot holding a number on the Pilots' Eligible Seniority List, but who was not otherwise assigned as an instructor, manager or LCA, to be rated on the -400. Dick was a member of one of the three ALPA committees that were assisting with implementation of the airplane. His training and subsequent rating, done February 5, 1989, helped validate the program. Captain Pete Gallant was the first pilot holding a number on the Pilots' Eligible Seniority List who received his training and rating as a result of a bid award. His rating occurred on February 16, 1989. The first revenue flight of the 747-400, N171UA, Flight 815, LAX-SYD, operated September 18, 1989. *Sheet Gifford*

STANLEY A. GREEN—60658 Thunderbird Ct, Bend, OR 97702

As usual I am late with my annual letter and have no excuse. Our travel plans were put on hold last fall due to Joan's knee operation and subsequent lung clot which put her on weekly coag treatments. About the time she cleared up I went in for an emergency By-pass. All is well now, am back on the golf course thirty pounds lighter, and recently

enjoyed the Salmon Fly hatches at our place on the Deschutes. Planning to catch up on the travels in the Fall and next Spring.

Thanks to the folders and stuffers. *Stan*

JIM HARRISON—8118 Collins St, Annandale, VA SFO / DCA / IAD 68/94 ibjim@erols.com
Annual report Sir: As the birth month fades away, remembrances of a RUPA duty to recall the year that the Lord has so generously given us since the last contribution comes to mind. Maybe it's the annual fee. Whatever.

All is well here. The new grandson is taking his first steps. He soaks up so much new information that I think he should have accompanied me to the many Denver inquisitions. Coulda been a big help in the recall department.

Eighth year of retirement and nineteen years giving tours at the National Air & Space Museum, Garber Restoration Facility. It's still gratifying to show people around the place. Udvar Hazy did not commit his \$60,000,000 until he had seen what was in the attic. That contribution launched the Dulles Museum that will show the treasures that have been stored away since 1946, and it got his name on the place. Everything else will be named for a sponsor. Money is short and contributions count.

I include the following as it is, should be of interest to most aviators, current and former.

The new museum building will be 1,000ft long (2 & 1/3 football fields), 250ft wide and 103 ft high. Designed in the Quonset hut shape for ease of expansion, influence of WW2, and ease of hanging airplanes from the girders. The war birds will take up most of the ground floor and considerable second level space. Many are one of a kind. Enola Gay will be the center attraction. We have about 150 docent applicants for the new museum. They will go through many hoops to get qualified to give tours at the new facility. Culling will no doubt cut that number in half. Glad I am grandfathered in. Mark December, 2003 on your calendars for the grand opening. I am a bit disappointed that a B-47 and a B-52 will not be a part of the initial exhibit. I flew those in a former life. I'm working on changing their thinking in that respect. Not much going on in the travel department. The airport drill sounds like more than I want to contend with, and hope the dust settles soon. I enjoy hearing of other travel experiences, as it

gives a measure to judge things by. How are you troops coping with the one carry on bag rule? The checked baggage rule sounds like a bummer. I hear people are missing flights because of a central standby area that necessitates a run for the flight at a distant gate. What happens to the checked luggage? Running for an alternate flight seems out of the question. I would like to hear some experiences. Cheers, *Jim*

GENE HARTRICH—45-82 DEN-SFO-DEN-SFO-KOREA-DEN-LGA-LAX-BOS-EWR-DEN-SFO genegolfun@aol.com

Hello Everyone: From Gene Hartrich, the phantom bidder. Like Hoot Moniger, I am fascinated by Microsoft's Flight Simulator 2002 Pro edition and continually am amazed at all the thousands of hours the programmers, pilots and artists must have spent to get it to this stage. This must be the forth or fifth edition and the world charting features so detailed they had to be modified to prevent the terrorists from using the program. You need a modem PC, Video card and lots of RAM and a not so sensitive "Ego" that will be bruised initially until you get the eyeballs scanning up to speed. Practice is fun and rewarding. You can even get real world weather through Jeppsons internet service. I've lost my license several times awaiting take off clearance on an FIR flight plan, just like the real world. They will yell at you a little while and cancel your clearance if you take off without permission, then you are an outlaw of the skyways and in alliance with my old Captain Spicklemeir (Phonic spelling) who kept up a running feud with ATC. Spick was feared by new co-pilots but underneath the taciturn exterior was a true kind gentleman and skilled pilot. Frank Crismon, my Denver boss as a new hire, was to be avoided at all costs if you didn't know more than everything about the DC-3 and every airport, mountain and instrument procedure in the western USA.

Frank had seen too much UAL aluminum on the peaks near Salt Lake City and he was pleased when you could stand up to him in a discussion and know what you were talking about. My first check ride as co-pilot was with little preparation, save for a slight hang-over, and as we approached Rock Springs, Frank asked, "What is the elevation of that light beacon on the ridge just west of the airport?" My

answer, "Gee, I don't know Frank". His answer, "Gene, I am going to give you another check ride in a week and if you don't know everything about this route and airplane, I'm going to fire your ass". Direct communication is so sorely missing these days. I met my bride to be during the next few days while in a very serious study mode and she was so impressed. Little did she know I was an addict of the fairways.

Twenty years of indolence and the Big 80 as of Mayday. On our way to Kona to enjoy the quiet period before August and September make beaching mandatory. Glad we've been there, done that and now can enjoy a good book in the shade. Aloha, *Gene*

DAVID HEILBRUN—3376 Brae Bourn Dr, Huntingdon Valley, PA 19006 skyqandk2@aol.com

Dear Cleve, Well, that time finally came and I've been retired for almost a year. Paulette, my F/A wife, just retired a month ago, after 38 years with United, and so far we're still speaking. So, life is good.

We just had a great retirement party in New York. The largest ever and we didn't want the night to end. It was so good seeing everyone.

I am busy from morning to night doing construction and occasionally sneaking out to our condo in Maui (Mana Kai).

We have several other trips in the planning stages. How did I have time to fly? I still miss the flying and the friendships. Now, I sit behind the door instead of in front of it, but I do love retirement. I look forward to the monthly RUPA newsletter keep up the good work. *Dave*

JAMES J HENRY—12440 Medalist Pkwy; Carmel, IN 46033 ORD '67-'99 cptjim@compuserve.com

There must be some explanation for being seven months late with my dues, but in my procrastinating state I can't think of it. Perhaps enclosing next years dues five months early will cover my tail. Use the extra for the Fold'n 'n Stuffin' folks

We spent our first winter away at *The Villages*, FL and enjoyed the weather and golf. It looks like we'll be making a regular thing of that. The Kids (all five) and their families will be here over the 4th

of July with a total of seven grandkids and then we'll travel to see them the second half of the year. With three in California, one in Boston, and one in DC it will keep us occupied going through security. I keep saying I'm going to drive and avoid the airport hassle, but - - -!

I keep thinking I need some part-time work, but the thought of working every Tuesday makes me have second thoughts. Wish I could convince them at the *INDY* maintenance base to let me have a B-757 for a half hour or so a week. I miss the landings but not the crazy schedules. Too bad we can't all meet in Dispatch every so often.

Wishing good health and smooth skies to all. *Jim*

ELLIE & JIM IRWIN—7106 Fallbrook Ct, New Port Richey, FL 34655 PIT, BEN, PIT, USS, JFK, LGA, ORD

Dear Cleve, Enclosed please find my check for the yearly mail fund. Our many thanks to those who volunteer their time to publish and mail our *RUPANEWS*.

This month will mark 23 years since I retired. It has been a long, long, time, but we are still here despite some health problems. Every day is a gift from our Father in Heaven. So many of us seem to wait until our comrades fly west before we honor them, and pay homage to them. If I may, I would like to single out two very fine pilots and supervisors with whom I was associated. They were very special to me in that I and others, I am sure, never felt that we were working for them, rather we worked with them.

They are both with us today. In chronological order, they are Captain William H. Riley, and Captain Frank Quinn.

I met Captain Bill in early October, 1945, just before I went to DCA and was hired by Pennsylvania Central Airline. Fortunately, I was assigned to PIT where I lived, and Captain Bill was the chief pilot of the Southern Division. He was always fair with everyone, and did his utmost to help those who needed help. When Capital started the U.S. Steel operation, Captain Bill was chosen by USS to be the chief pilot of that operation. I moved over to that operation also. He had the patience of Job. The USS VP in charge of the operation wanted to put snow tires on the aircraft in the winter. He was my mentor and is an icon in my estimation. He is now in a retirement center, and I

believe would appreciate receiving a card or note from those who knew him. His address: Captain William H. Riley, ALTERRA, Adams Ridge Boulevard, Mars, PA 16046.

After two months in 727 school at DENTK, I returned to PIT about October 29th or 30th. Using my seniority, I bid JFK where I would be #2 on the 727. The day after arriving in PIT, I received a phone call from Captain Quinn, who introduced himself as my FM, and he suggested that I take a week off before starting to work. I was elated, even though I had had my doubts about New Yorkers. JFK had a "dog house" at the time, and Capt Frank was always in favor of the "dog house" because he always had instant reserves available. Capt. Frank was so generous with time off for any personal problems, and the office staff under him were just as generous as he was. Never did we have to wait three days to get a pass. A request was honored immediately. Many times I was called to fly out of seniority, but Captain Frank would always make it up. He should have been elevated to VP of the Eastern region in my estimation. He was fair to a fault. He is still with us, and again, I am sure, would appreciate a note or a card from those who knew him. His address is in our RUPA Address and Telephone book.

If anyone wants to purchase a 1946 PILATUS low wing monoplane, 2 place, a ME109 gear, and a RR V-12 inverted engine, let me know. Sorry this is so long. *Jim*

Dwight E. Lubich, Suffolk Way, Los Altos, CA 94024 "**J, M, J, the captains a woman!**"

After boarding and while waiting for push back on a flight from Heathrow to Dublin on Aer Liingus, I engaged my seat partners, a mother and grown daughter, in small talk as the former seemed nervous (a trace of the old nip detracted from her pretty Irish smile). With brake release she crossed herself, and when an announcement was made, first in Gaelic, she blurted out "Jesus, Mary, Joseph, the captain's a woman!".

I then patted her hand and said that I had flown this type of airplane with United Airlines and if she (the captain) needed help I was available. Now she turns to her daughter and says "he's a pilot, it's as good as having a priest sitting next to me". I paused and then said, "However, if the instruments are marked in Gaelic, I won't be much help".

By now the cart came around so we both had a brandy. As we turned off the runway she exclaimed she was glad it was all over, to which I replied that it wasn't quite so. Looking puzzled she asked why, "because you haven't gotten your luggage yet lady". On my LSO paddles I affirm this to be a true story.
Sincerely, Dwight

JAMES W. MC GIVERN—28 W. 4th Ave, San Mateo, CA 94402 650-342-8656 Also: Black Diamond Ranch, Lecanto, FL 352-249-4484 (Old and young pilot buds: please call or write) jmcgiv@juno.com

I never fail to read "The News" cover to cover every month for the last two years since I retired. Just can't seem to do well with the label info where I finally noticed I was four months late on dues--just another of those damned senior moments. Thanks for not canceling me out and, to help with your workload, enclosed is two years worth. Elaine and I travel constantly--just returned last night from Germany and Spain (golf on the Costa Del Sol). I am managing to uphold my single-digit handicap as a member of one of Tom Fazio's favorite course designs (BlackDiamondRanch.com). Elaine plays to a 13, herself, and will always be my favorite "golf bud." Life has been better than good considering I am now, hopefully, completely cured of colon cancer and various other skin cancers of the last two years. My doctor says I have perfect skin, assuming I would only live in Ireland like my ancestors. From the letters I read, it appears we're all falling apart. I would have never guessed that maybe we should be forced to retire at 60--nah! Thanks for the great work at the pub--publication, that is. *Jim*

MILT JENSEN—12039 W. 29th St, Zion, IL 60099

Cleve; I can't believe time, but from what I read in the news that is a malady suffered by all of us. During the last year a lot has happened in our country, our airline and I am sure in all our lives. Ina and I celebrated fifty years together last June, of course we were married at age two. Our seven kids had a grand party for us...but I really think it was for them and the grandkids, as we tuckered out early and they lasted half the night.

At times like that you appreciate your family, and we have a big one. Seven kids, 20 grandchildren (ten of each) and one great grandson. I am still very busy in my political arena. The village over which I preside is a bustling growing community, and my part-time job seems full time. We do find time to travel in our motorhome but we are still hooked up by the marvels of technology. Cell phones hooked to wireless computers and you are never loose, but the truth is I enjoy it and that is what is important.

We enjoy excellent health, fat but fine. My check is in the mail and I extend my thanks to you and all the board members for making RUPA a great place for all of us. *Milt*

JERRY JULSON—HCR 57 Box 147, Reed Point, MT 59069 Ph 406-749-2315

New filly last summer brings the equine family to 13, but continued drought reduced the Longhorn count.

Hope to add to the cabin guest accommodations this fall, but if you're driftin' this way, come on in! Hello to Al and other friends. *Jerry*

ROBERT G. MABEN—1 Springbrook Ter, Lake Hopatcong, NJ 07849 EWR, JFK, MIA

WIZARD OF ID *Brant Parker & Johnny Hart*



Hi Cleve: I never thought I would have to apologize for being late with my dues, but there I was in My RV heading north from Florida, loafing along at breakneck speeds (it took me three weeks) and May just whizzed by.

I haven't touched an airplane since my last B777 landing in MIA four years ago. Now I'm Capt. Of my boat and RV.

I now have to pay the penalty for being away from NJ for the last seven months, work, work, work. All is well health wise for Elizabeth and me, thank God. We always enjoy the *RUPANEWS*. Keep up the great job. Thanks, *Bob*

GEORGE D. MCCULLOUGH—17662 Division Ave. NE, Suquamish, WA 98392 SEA, SFO, DEN, SEA geomac@sprintmail.com

Received the always welcome *RUPANEWS* today, my birthday. You plan that for everyone, right? Starting year ten of retirement; healthy, happy, and --how does the rest of that go? Someone said, "The more things change, the more they seem the same". That can't be true. For me, time moves more quickly and my mind moves more slowly. I will never catch up! Nothing new to report. I still tutor mathematics at the local high school and work with a local amateur astronomy group. Thanks to all who make RUPA work. *George*

GERALDINE M. MENEFFEE—617 E. Waterfront Dr. Apt 2104, Munhall, PA 15120
Have a new address listed above, I'm now about eight minutes from downtown Pittsburgh where I grew up. Enjoy the *RUPANEWS*, especially the travel and medical articles. I read Linda Lister's article (Feb. 2002), called her and she said I am now entitled to use United Express. I was paying full fare between PIT and DCA. Thank you for the RUPA article. Son Doug and grandson Mark enjoy the airplane articles. *Genny*

MARTY MOREHEAD—1260 NW 16th St, Boca Raton, FL 33486 Martymorehead@cs.com
Great news, I survived another year, and 7-15 will be the 5th anniversary of Moose flying west, but not much has changed.
On Oct. 23, 2000, I quit smoking, and have gained weight, but feel that there was no reason to continue, and my free unsolicited advice to all smokers is quit now, and maybe you won't have to

have carotid artery surgery as I did on 9-14-01. Seems my left carotid artery was 80% blocked and my doctors all agreed it needed to be reamed out. I told everyone the terrorists slit my throat, but the scar is fading.

After that I decided to become a blonde, just to find out if blondes really do have more fun. So far, I'm having fun, even my doctor said I look younger! So if you Capital people show up at the picnic this Sept. 15 and the UAL folks come on the cruise in November, say hi to me, my daughter and I will be on board the ship.

Sure hope Jock is doing well. Sorry to hear that Ray Gilliland flew west. Thanks for your continued efforts to make the newsletter a "must read today" when it arrives. *Marty*

DENNEY J. NAROG—26006 9th Ave. Ct E, Spanaway, WA 98387

Dear Jock, That time of year is once again upon me. I'm starting into the seventh year of retirement, and phrases like, "It's hard to believe" and "If memory serves me.." have become commonplace in my every-day conversation.

Just finished reading the June issue of the *RUPANEWS*, so while the synapses are still firing I'll take this opportunity to thank you and all the folks who volunteer their time and efforts to keep the organization and newsletter functioning.

Postage check has been sent to Cleve via 'snail mail'.

Not much new to report from this sector. Like everyone else, I'm still trying to figure out how I ever found the time to go to the airport before I retired.

Great-grandchild number three is due this month, and THAT's really "hard to believe".

'Til next year....take care. *Denney*

FRED NICHOLS—3483 Princeton Corners Dr, Marietta, GA 30062 DCA, ORF, DTW, MIA, PIT, LAX, EWR, DEN, ORD

It's that time again, another birthday. Don't get me wrong, I'm not complaining. As they say, it sure beats the alternative. I'm still enjoying good health. As far as my golf game goes, I recently came within four shots of shooting my age. I still have airline dreams; losing my flight bag, I can't find the departure gate, etc. I hope you guys are all doing well. Best regards, *Fred*

BILL NORTHUP—2729 SW Mariposa Cir, Palm City, FL 34990, '65-'91 NY, MIA, CLE, ORD, NY 772-220-1912

Check to Cleve. Nothing extraordinary to report. S.O.S. Our last daughter and family moved back here from 2 years in Hilo. (We lost a great free place to stay): Son Bill is in the RJ now at ASA Delta Conn. ATL. Also busy with the Guard. Jane and I are doing good. Oshkosh is showing two more of my paintings again this year. Flight Journal magazine has been putting some of my stuff in and watch for a special Mustang issue coming out in July. Still going up to the St Lawrence River for July and August. Got a new toy. 1970 XKE. *Bill*

KENNETH E. PARK—1700 SE 12th Ct, Fort Lauderdale, FL 33316 kepark@earthlink.net
Dear Cleve. I was just reading the new issue of *RUPANEWS* and someone was saying that it was birthday time again and they had forgotten. Just when I was about to berate this gentleman in my mind I realized my birthdays is two days away. Yes, a mind is a terrible thing to lose. Well all is well at the Park household. Roberta and I are sailing our Catamaran a lot and wearing out the First Class section on UAL visiting our family that is spread out all over the nation. We will be sailing back to the Bahamas in January for 3 months then who knows, we are talking about New Zealand. Regards, *Ken*

BUD PETERS—2144 E. Poppy Hill St, Eagle, ID 83616 budpat68@aol.com
Hi Cleve & Jock, Actually, I'm a bit ahead of the game. My birthday is about three weeks away, but I'm attempting to be early as often as possible as I know I'll probably be tardy a few times down the road. All's well here in Idaho. I'm the recently-elected president of the local chapter of the Retired United Airlines Employees Association. Great, great bunch of people who had many different careers with UAL. We have sixty eight members, a few of whom are not active for a number of reasons, mostly health. I'm not going to dwell on anything personal here, what I would like to do is write about one of our members in RUAEA here in BOI. He is Al Spear, a retired UAL captain, who was last

based in SFO. Shortly after Al's retirement a few years ago, he was diagnosed with ALS. The disease has progressed to the point where Al is dependent on mechanical & human help to move around. ALS is a devastating disease, but Al is quite a remarkable man and coping as well as can be expected. His wife, Lucy, is one terrific lady and caretaker. Bill Jones, who went to new hire school with Al, and I have visited with Al & Lucy on a couple of occasions and plan to continue to do so.

I'm not sure if any of Al's fellow pilots are aware of his situation, and if not, this note is to advise them of same. Al isn't able to use the phone but I am positive he would really appreciate cards and letters of encouragement from his fellow pilots. His address is 2691 Silverleaf Way, Meridian ID 83642.

Jock, best wishes to you, and Cleve, great talking with you last month. Say hello to Rose from me, she may remember me from SFODD days. Many thanks to everyone for the great work they do in putting out the newsletter. Check is in the mail. *Bud Rose says hi back, Bud!!*

WILLIAM (BILL) POWELL—2430 Sandy Shore Dr, Lenoir City, TN 37773
wspowell1@aol.com
Since 1985, I have compiled a data base of every pilot who ever came to UAL. Do I have every one?... probably not, but I believe I have the only "nearly complete" list available. Presently, there are 19,158 pilots listed in my db. As of 6/18/2002, there are 10,185 pilots active (not retired....but not necessarily flying). These 10,185 are included in the total 19,158 pilots. There are 845 (not 844) pilots furloughed. Medical disability presently claims 246. Military Leave has taken 178 (& some of these are furloughed). The Denver Training Facility (DTK) lays claim to 463 SC/PI's.. which by the way.. is the lowest it has been since Feb 1997. Consider that there were 9,270 pilots listed on the 7/1/97 Sen list.... and the fact that there are 10,185 pilots today. The 463 figure looks even smaller. Now comes the "other shoe"... there are (well over 600) UAL pilots who are medically able to fly the line, BUT..... since they were surplused off the 737 & 727 when UAL elected to park these a/c, AND... have STILL not been trained on their new

equipment. And DTK shrinks smaller every month. Go figure! *Let's not forget the 848 pilots now on furlough - with the promise of more to come, unless the MEC accepts the latest contract gutting proposal they have in mind.* Ed I could use some input from my fellow pilots. Drop me a message at wspowell1@aol.com and I'll answer any question I am able. The oldest pilot I have is Boonstra, H.G., born 20 October 1889 (I don't know his death date). The last pilot in the db is... Zyriek, Gary F. (a 539 FQ) who died Feb 1993 in Guatemala while on medical disability from UAL. It's up to us all to keep track of this data.... no one else will..... or wants us to. *Bill*

GEORGE E. PRESS—13419 N. Calispel Ct, Spokane, WA ORD,CLE,ORD,SFO 1964-99 Glad and I hope that all is well with you. I am a little early checking in as we will be in Newfoundland when my birthday rolls around in July. Leslie, our middle Daughter, should be making us grandparents for the first time any day now. We expect to spend a week helping with the baby then off to Nfld for the summer. Glad and I are in good health and among other things we really look forward to receiving the *RUPANEWS*. I am trying to put together a two seat Challenger on amphibious floats, but that will now be put on the back burner until the fall when we return to Spokane. Cheque is in snail mail to Cleve. All the best to you and all the other Retirees. *George*

JOHN RICHARDSON - 838 Mallard Drive, Cocoa FL jrichtriton@aol.com
Dear Cleve, Hello to one and all. We are so blessed. As I was backing my "red-neck" pickup to hook to my bass boat I glanced in the back. It was full of fishing equipment, golf equipment, and softball equipment. And I am still able to use it all. LIFE IS GOOD!
Thanks to all the folders and stuffers. Sincerely,
John

ANTHONY T. ROMITO—2754 Karen Ln, Glenview, IL 60025 ORD '64-'01 (a few months at PIT)
Dear Cleve, Been over a year since we set the brakes on the '400 for the last time. Please remind the boys to keep up with those PSA tests, my

prostate is floating in a lab somewhere. Thanks to all my RUPA pals for helping me stay out of the back office. A SUPER ATTA BOY to Bob Blackwell for the great ORD retirement parties! *Tony*

DICK SANDERS—31079 Lands End Ln, Westlake, OH 44145 rbsmls@earthlink.net
Mary Lou and I stay well and continue with a host of activities, among them for me, the building of another Habitat for humanity House. The 11th for the group I work with. Our daughter, Ellen, married in April. The planning and the wedding were a very pleasant focus for our family. Ellen and her husband reside in Seattle and we look forward to a late summer, early fall visit. Son Rick is presently in Captain school (CL-65) for Comair, and has purchased a home in Cincinnati. Older home, some repairs required. Have tools, will travel. Oshkosh upcoming July 24-27. Hope to see some of you colleagues there. Best to all, *Dick*

DR. FRANK R. "BUD" SCHWARTZ—3718 Kingridge Dr, San Mateo, CA 94403
El Jocko, I want to mention how much I enjoy the covers of the *RUPANEWS* with the ancient A/C and the short op description. Here is some historical information that many of the members may not know. The four little stars above the shield on the pilots cap and the employee pins represent the FOUR predecessor airlines of United. In addition to Boeing Air Transport and Pacific Air Transport there were: National Air Transport and finally Varney Air Lines. National was big and some of the old stalwarts whom I knew and performed physicals on, (Walt Addems, Rube Wagner, Bill Williams and Harry Huking, to name a few) were senior captains when I arrived on the scene in 1954. I think of myself as very fortunate to have been able to communicate with them. As a kid growing up in Northeastern Pa, I remember vividly the drone of the "mail planes" (NAT) on their way on the New York-Cleveland run. Actually they originated at Hadley in New Brunswick, NJ instead of New York. All of this info is of very little interest mostly but I will always get a thrill reminiscing about it. *Bud*
So you got to "Finger" these gents without being an FBI stoolie. Ed

DEAN L. TURNER—13248 SE 247th St, Kent, WA 98042 ozdeantur@attbi.com

Cleve, 25 years after retirement, I find little recognition of names in the letters anymore in the *RUPANEWS*. What do you think of creating a page or two with the introduction, "More than fifty years ago, I recall....."? Those of us "long in the tooth" rarely get together for "BS sessions" and memories, aside from aches and pains are about all we have. Our memories range from ones of possible stark terror to ones of complete exhilaration. As far as recriminations, complaints, grievances or even lawsuits are concerned, I'm sure the statute of limitations has long since run out. Personally I would thoroughly enjoy reading about some of the close calls, crazy antics, death defying twists or humorous incidents when our Airline was still in its infancy. I know that there are still some of us who were alive back in DC-3, 4 & 6 days who have no touch with our former personal friends, who would love a glimpse of an event back when we were a small family. *Dean*

Example: In the winter of '46, as Copilot, I was making the instrument approach into SLC with the weather at minimums. I can't recall the Captains name but he let me make the approach which went over Ogden low frequency range to over the Salt Lake range. In those days the NE quadrant was always Morse N which put the N on the west side of the south leg of OGD. I was very aware of the proximity of the Wasatch Mountains to the east of the legs. As we had passed ODG, the Captain tuned in the SLC and my dit-dahs indicated in my mind that I was getting too far west and I kept creeping slowly east. POW!

It hit me that I was correcting the wrong way. With a quick turn to the right I got back in the leg and safely onto SLC! I'll never know how close we came to the mountains, but I still shudder when I think about it today - that Angel was still on my shoulder. *You all need no invitation to "Hangar Fly" in these pages -That's partly what RUPANEWS is all about. So let's hear those tales. Ed*

BOB & DOTTI WAYT—2993 Young, Tustin, CA 92782

I appreciate the faithfulness with which the *RUPANEWS* keeps showing up at my door. That faithfulness has been all one way, all on your part. During the past two plus years, I have been utterly

silent. If I don't give, however, I soon won't receive.

Bob spent his 85th birthday quietly on April 1st in the Alzheimer's care home, scarfing down cake, surrounded by loving family and care givers. He is, by now, severely debilitated, although still feeding himself, sort of, and still walking, barely. His doctor's assessment, and mine, is probably six months max. God is still sovereign last I looked, and it's all in his hands. But surely it is time now and it's O.K. All the screaming and yelling is long over, all the tears shed and all the meaningful goodbyes long ago said. Bob loves the Lord Jesus and will soon go to be with him. Just think, one day a whole new body with every part working. How good is that? God, in his great love, has given me grace, mercy and peace all during the last two year, and especially now.

I spend my time either with Bob or at my volunteer job as a counselor at a crises pregnancy center where we try to offer hope and help to young women with unexpected pregnancies on their hands. Some are as young as 15. What other time I have, I'll be found hovering over my garden which is my therapy.

No travels, no flying. Funny thing has happened to Miss-bags-packed-at-all-times, I don't even miss it. Hey, I have always dreamed of seeing Bora Bora. Maybe one day.

Thanks for your excellent work. Sorry about the snail mail. Hi to those who may remember Bob. Yours sincerely, *Dotti*

RON AND MADELON WEBER—1418

Crestwood Ct, San Mateo, CA 94403 Changed Email rweber@webbah.com YIP, DEN, SFO, LAX, SFO; 1965-1998.

Hi, all,

Madelon and I are still in our San Mateo digs-- same house since we moved here in 1974. I keep busy with working on the second-story addition that was started before the '85 strike. Hopefully by next year it will have been completed.

I also keep busy (distracted???) on the computer. Madelon keeps busy with her oil painting, and is doing quite well. At the last San Mateo County Fair her floral oil painting took first prize in the floral division, and second place overall.

Other activities for us include my participation in the local 356 Porsche Club. I'm still driving my '65

C, which I've owned since new in '64. 2001 was a year we'd like to forget in many ways, and not only because of 9/11. In May Maddie was hit while driving a rental car, but escaped serious injury even though the car was totaled. And only a few weeks later, our future son-in-law was hit in a much more serious accident. He was airlifted to a Scottsdale hospital, and spent over a week in the ICU.

Both of these accidents occurred only a few months before the big event of the year--our daughter's wedding just 18 days after 9/11. In spite of the wariness of out-of-towners to fly here for the wedding, the wedding came off flawlessly and everyone had a great time. Corinne and her husband, Dave, both work for Chas. Schwab in Phoenix.

Our son, Craig, still single, is the Director of IT for his company, and when not in Silicon Valley, spends much of his time in Taipei, Geneva, or Zelona Gora, Poland. We are currently caring for his 3-legged Rottweiler, Jazzmin, who makes bi-monthly trips to the Vet at UC Davis for her experimental bone cancer treatment. Each trip is over 200 miles, but Jaz is such a great dog, and the trips are worth the effort.

Maybe when things settle down a bit we'll resume some traveling. Meanwhile, we do enjoy reading of the exploits of all you fellow RUPA people.

Best regards to all, *Ron*

DEAN V. WEIHE—505 Mt. Davidson Ct, Clayton, CA 94516 dweihsr@hotmail.com Eight years into this paid vacation, and all is well in Clayton. Julie and I continue to enjoy good health and are appreciative of the efforts of those who had the foresight to demand a two-part retirement system which has allowed such a comfortable lifestyle.

Julie continues a thirteen year career as a volunteer peer counselor who makes a real difference for her clients. She is also the appointed Clayton representative on the Contra Costa county council for aging.

My life eases along at a leisurely pace, golf twice a week or so. I actually am hitting the ball as far as ever thanks to technology, but the short game sucks. The old Mercedes was sold in 1994 and is now undergoing a \$300k restoration in France as befits its place in the classic hierarchy.

I continue to assure grease under my fingernails; my last project was a 65 Corvaire convt. that I bought from Doc Smith caps in 1973. Our daughter, Laura, drove it in high school, then I used it as an airport car, and finally our son, Dean, drove it thru high school college and grad school. This latest redo was the third engine, second trans., third top and third paint job. Dean Jr. proudly uses it for his short commute as a middle school teacher.

The project that we took on in 1994, an abused 40 ft Tolleycraft, is now essentially restored. The biggest problem was removing and replacing the rotted fuel tanks. To get the tanks out I had to lift the Cat engines which weigh over 3000 lbs each with trans. Boat looks pristine now, and we keep her in Pittsburg CA, 12 miles from here. Turn right and we have 1000 mi. of navigable water in the CA delta, and left to the bay and Golden Gate. Great cruising.

Many thanks to all who make *RUPANEWS* an enjoyable part of our lives. *Dean*

DONALD B. WELSH—12884 E. 2nd Ave, Aurora, CO 80011

Dear Cleve: Not much new to report but I'm still upright and going strong working as a volunteer in the position of Director of Operations at the *Wings Over The Rockies Museum* at the former Lowry Air Force Base in Denver/Aurora Colorado.

Twenty one years beyond United has dimmed neither my enthusiasm nor my affection for aviation. I enjoy meeting people with the same interest and helping to kindle the fires of the young future aviators. Drop in and see us sometime if you are in the area. Best regards, *Don*

LLOYD W. WHITLOW—38 Isleworth Dr, Henderson, NV 89052

Hi Jock, It is that time again, where does the time go? I guess it's because we are always on the go or busy with projects. It is also the year for my WWII Bomb Group Reunion, which this year will be at the Red Lion Hanalei Hotel, San Diego, California, September 19th-22nd, 2002. Being President of the Board of Directors of my Bomb Group Association makes me well aware how much work you Officers of RUPA do, and we are very appreciative of what you do.

We did a lot of flying on good old UAL, plus other carriers, and all UAL flights were in 1st class, thanks to my 1951 date of hire. Those sleeper seats

and Dom Perinon on the overseas flights are great. Most of the flights were to connect with a cruise ship. In October we left for Cape Town, SA where we boarded the *Crystal Symphony* for a 33 day cruise. What was interesting was the flight on SA Airlines from ATL to CPT, a great airline. Being so close after 9/11 the Captain made the announcement saying, "Because of 9/11 there would be no cockpit visits on this flight". Shortly thereafter the Purser came by our seats, with our being on a 90%, asked what I did for the Airline, when I told him, he asked for some ID, he then left and came back shortly and said the Captain wanted me in the Cockpit. Needless to say we had an enjoyable visit with the flight crew.

In December we held the Local RUPA luncheon at our home, we had a large turnout and it was a lot of fun, and, we hope, enjoyed by all!

Then in January we flew to Santiago, Chile and boarded the Holland America Ship the, *Ryndam* in Valparaiso for a cruise which took in Antarctica. The only good thing about the cruise was the four days in the Antarctica area, which included a visit to the USA Palmer Station. Antarctica was fabulous and well worth seeing. The problems we had on the ship are too numerous to mention, but we gave up six days of the cruise as we got off in Buenos Aires instead of Rio de Janeiro and flew home from Buenos.

My wife refuses to take another cruise on a Holland America ship, so it looks like we will miss the Panama Canal cruise. I thoroughly agree with a friend, a retired Eastern Captain, who said, after telling him of our bad experience, "Never trust a ship with a black hull".

Our next cruise is in August, on *Silverseas*, from Copenhagen to London via the North Cape of Norway. What we like about *Silverseas* is that everything is included, booze in your Stateroom and throughout the ship and all gratuities, no nickel and dimeing you! It's a little more costly, but well worth it! Well until next year! *Lloyd*

E.K. WILLIAMS—18140 Airmont Rd, Round Hill, VA 20141'61-'97 DCA, SFO, ORD, CLE, ORD, DCA, ORD, JFK, DCA, ORD, HNL ekwjr@earthlink.net

What a year, huh? I have had no difficulty reminding myself that a broken ankle and a case of Shingles are really no big things when viewed in

comparison to the events of the year. On the upside, we drove to Custer, S.D. and back with Gary and Linda Cook. I fished in Yakutat with Frank McKenzie and Bernie Schwartzman. We took our first cruise in the company of our son and his wife. I enjoy the monthly breakfast with local retirees in Leesburg and Manassas. And there is that quarterly lunch group at *Belle Haven Country Club*. Pleasant activities with good people, so there is no more I could ask. *E.K.*

HUGH M. WILSON—1428 N. Stage Coach Ln, Fallbrook, CA 92028

To Jock and Friends, I don't know how the year passed so fast. Helen and I are well and busy. We just hosted our Marine Air Group reunion in San Diego over the Memorial Day weekend. It was a lot of work but turned out great. In July we are taking a trip to visit our roots in Ireland, Scotland and Finland. I am still flying, but not so much flight instructing since our local flight school closed. Semper fi, *Hugh*

JAMES G. WISE—3759 Windover Dr, Hamburg, NY 14075 caw@adelphia.net

Dear Jock and Cleve, Carol and I visited with daughter Sue and her husband John in Tucson this past February. John and I toured the wonderful aviation museum. Just before leaving, I was looking at the exhibit area covering black aviators. There was a section devoted to Robert (Bob) Ashby. He was an instructor at United's training center. I'm sure some of you remember him. Bob and I were good friends. Subsequently, he was hired by Frontier Airlines at the same time Frontier hired a woman pilot. Bob told me what Frontier really wanted was an old, black woman pilot! He was one of the Tuskegee airmen as was George Brown, Colorado's lieutenant governor under Roy Romer. The three of us had season passes for the Denver Broncos many years ago. Bob attained the rank of full Colonel in the Air Force Reserve. I enjoy the newsletter immensely. The bailing out stories are fabulous. The coverage on medical topics is most informative. Thanks to all those responsible for putting it together. *Jim*



IN MEMORIAM

JOHN A. BIGGS

On May 30, John Biggs, a pilot in my very first Navy Squadron was killed in a tragic accident on Mt. Hood. Many of you will recall the graphic pictures of a rescue helicopter hovering over a crevasse at about 10,500 feet on the southern slope of the mountain and then crashing. It rolled down the mountain for over 1,000 feet before coming to rest. Three people lay dead in the crevasse at the time. John Biggs was one of them.

As someone who flew Search and Rescue for four years at Whidbey, I was captivated when I first witnessed those dramatic pictures of the rescue helicopter as it hovered over an icy crevasse into which 9 climbers had fallen. Captivation turned to disbelief as the helo wobbled and started to lose control at about 10,500 feet. Then the chopper suddenly appeared to lose lift, tried to recover and then rotated to the left backing downhill as it started its slow death dance. The refueling probe dug into the snow and the Pave Hawk chopper, from the Air Force Reserve's 304th Rescue Squadron, crashed on the steep slope of the glacier bits of the rotor blades scattering in a thousand directions. The fuselage and 6 crewmembers tumbled 1,000 feet down the mountain. By divine providence, there was a depression where it finally came to rest. Two crewmen were thrown from the wreckage before it came to a stop. All of the crewmen were injured, one seriously.

John was a member of a two-man party on Mt. Hood. His climbing partner was the co-minister of his church in Windsor, Reverend Tom Hillman. They had spent the previous day practicing safety procedures on the lower slopes of the mountain, including self-arrest. They had departed on the climb to the top of Mt. Hood well before dawn taking a Sno-Cat to the 8,500-foot level before starting the rigorous but relatively safe route up the southern face of the mountain. Both John and Tom summited about 0830. They were roped together for the final assault on the summit and then the descent. John had led on the way up. As they started the descent, he asked Tom if he wanted to take the lead. Tom agreed. There were two other two-man parties who had also summited. These

parties began their descent soon after John and Tom departed down the mountain. One of these climbers was a complete novice and Tom had noted that he was using his ice ax improperly which precluded using it for self-arrest if the need arose. About 800 feet below the summit Tom suddenly heard a terrifying scream from 500 feet above them. "Fall!" In an instant, the jubilation of summiting was replaced by a desperate struggle for survival. One of the climbers in the party that was highest on the mountain had slipped (it was the novice climber). He fell carrying his partner and himself into the second party of two. These four climbers, climbing ropes entwined, hurtled down the 45-degree slope of the snow-covered glacier. Tom turned just in time to see one of those climbers slam into John. Now there were six climbers in an uncontrollable slide toward a crevasse another 400 feet below. Tom dug his ice ax into the snow in a valiant attempt to slow the descent. About 50 feet above the crevasse, another party was climbing toward the summit. The six climbers from above slammed into this group as well and carried three of its members on down the mountain and into the crevasse. John and the two climbers from the party where the fall initiated did not survive. Tom Hillman did survive. Tom was at the memorial service both as a pastor and as one of John's closest friends. Despite his injuries, he slowly ascended the stairs to the stage and spoke of John and of the accident. He stated that he felt that John had saved his life by relinquishing the lead to him at the summit for the descent. John was the last one taken off the mountain.

Martin W. Wilcox, M.D. Flight Surgeon, VP-1 '66-'68

JOHN S. BUDKO

Gentlemen: It is with great regret that I inform you that John Budko died last Friday, May 31st. He had suffered the past three years with Alzheimer's and a Parkinson's-like disease.

His wife, Janet, and three daughters, Laura, Jennifer and Amy, and their families, survive. John was born 11-4-1934. John and Janet have been active at First Pres. Church, singing in the choir and other activities. In January of 1998, we traveled

with John and Janet, in a group of about 36 from the church, to Israel on a Holy Land tour. John provided the group a great video record of the trip. As an interesting sidelight, we met Bob Winkler, a former UAL pilot who was a Franciscan monk at the Garden of Gethsemane church in Jerusalem and had our picture taken with him. A first for both of us! Sincerely, *Don J. King*

EDWARD JOSEPH DELANEY

Ed who was a longtime Glendale resident, died June 7 2002. Mr. Delaney was born in Rodeo, California in 1910. Prior to retiring, he worked for United Airlines in Flight Operations for forty-three years. He is survived by his wife of sixty-six years, Connie, and many children, grand and great-grandchildren. We will miss him and his great smile every day.

W. D. "Griff" GRIFFITH

Willard Dudley Griffith, Lt. Col. US Air Force Retired, of Bellevue, WA, died Thursday, March 25, 2002, in his home of heart disease at the age of 91. Griff was born in the Methodist Parsonage in Atlantic, Iowa on Feb. 11, 1911, the son of Foss and Ruth Griffith. As a young man, he became enthralled with flying after experiencing an open cockpit flight to obtain better weather readings while he was a weatherman in Spokane, WA. He kept the dream alive and eventually joined the Army Air Corps and completed flight school at Kelly Field, Texas, in June of 1936. Griff piloted over 50 different airplanes during his career, ranging from open cockpit biplanes to four engine passenger jets, accumulating over 25,000 hours of flight time. He flew transports during World War II over Africa, the Philippines and Russia. He flew Secretary of State Cordell Hull on an around-the-world highly classified mission during the war. Griff continued flying as a Captain with United Airlines for 33 years and retired in 1971. He was preceded in death by his beloved wife, Mary Brown Griffith

KENNETH A. MILES

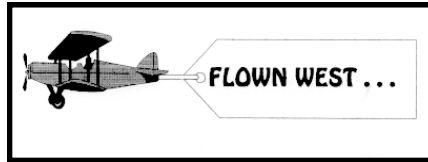
In Memoriam, Kenneth A. Miles, from Ken G. Miller, SFO, 68/96. I am sending this obituary notice regarding Ken Miles who flew West May 18, 2002 in Valparaiso, IN. He is survived by his wife Norma and two sons Kenneth and Rollo. Ken

and I were close friends for 34 years. We met in the Air Force and also as newhires at UAL. He was a great pilot flying the F-101 Voodoo, the C 124 Globemaster and finally as Capt. on the B-727. I admired his dry sense of humor and his spontaneous wit. I attended his memorial service in Indiana on June 1, 2002 where many friends paid their respects. The service also included a military honor guard and fly-by. I learned then that his was also an accomplished poet (one of his poems was read at his memorial service). He was a great buddy, kept us alert with his wit and I will miss him always. It was a privilege to call him my friend. Respectfully, Ken Miller

VIRGIL W. VAUGHN

Denver Hangar regrets to report the final flight west on June 5, 2002 of Virgil Vaughn. Virgil was born in 1908 and following high school in Denver, Colo., and two years at Denver University, joined the Army Air Corps as an aviation cadet. He received primary in the JN-4 and qualified in fighters (pursuit planes). He fondly recalled flying the Curtiss P-12 and had a model of this type. After leaving the Army Air Corps, he hired on with Boeing Air Transport in 1933 where his first aircraft was the Boeing model 80 (tri-motor, biplane). Later in his career, at United Airlines, he flew the "other" tri-motor, the Boeing 727, and he was selected for the position of Flight Manager. He retired from the airline flying the Boeing 720, and participated in one very memorable event involving a nose-gear-up landing at SFO, for which he was recognized by the airline for an outstanding job. This occurred on Nov. 5, 1964 and the aircraft was back flying within two days.

During WW-II, Virgil flew for the Military Airlift Command (MATS) in the Pacific theater until the war ended in 1945, at which time he returned to the airline. He retired in 1968 at age 60, but continued to fly corporate for a few years, following which he sold real estate. In 1980 he took the job of Director of Corporate Relations at Gates Learjet, a position he held until 1988. He was a member of Sigma Alpha Epsilon fraternity, and was inducted into the Colorado Aviation Hall of Fame in 1971. His wife died in 1991 and shortly afterward he moved to Eugene, Oregon, to be near some of his family.



Mark F. Kozel*	5/24/2002
Monte George*	5/27/2002
John A. Biggs	5/30/2002
John S. Budko	5/31/2002
Virgil W. Vaughn	6/5/2002
Joseph L. Mahne*	6/7/2002
Edward J. Delaney	6/7/2002

* *Indicates Non-Member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling 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 wind-swept heights with easy grace
Where never lark nor ever 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.

John Gillespie Magee, Jr., September 3, 1941

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—*Belle Haven CC* - 540-338-4574

Deadline: July 24, 2002

Mailing: August 7, 2002



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