



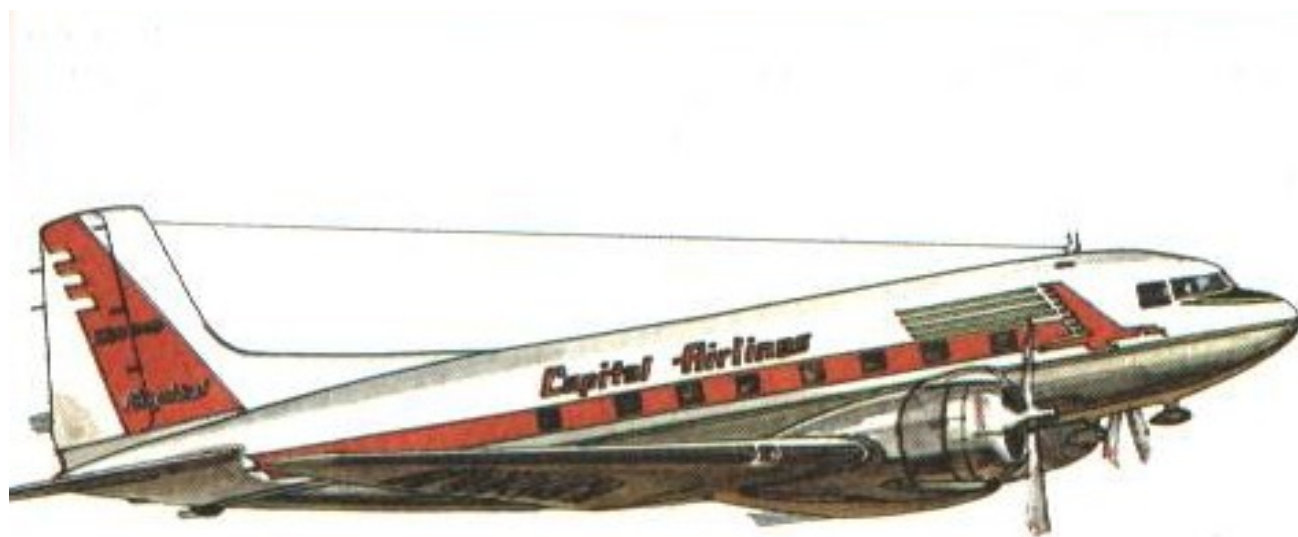
RUPANEWS

Journal of the Retired United Pilots Association

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Douglas Super DC-3-

Ross Anderson

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RUPANEWS

Editor Jock Savage

2207 Thurm Ave. Belmont, CA 94002-1547

Tel (650) 592-2380, FAX (650) 592-2380

Jock Savage: jocksavage@comcast.net

RUPA Website - www.rupa.org

OFFICERS

The late Captain George Howson, President Emeritus

President Rich C. Bouska, 2734 Crater Rd., Livermore, CA 94550 925-443-4339, rbouska1@comcast.net

Vice Pres Noel Kane, 14611 Aloha Ave, Saratoga, CA 95070 408-867-7738, noelkane@msn.com

Sec/Treas. Cleve Spring, 1104 Burke Ln. Foster City, CA 94404 800-787-2429, clevespring@comcast.net

Asst. S/T Floyd Alfson, 517 Kentucky Ave., San Mateo, CA 94402 650-344-8359, f-alfson@mindspring.com

Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, wrichar8@tampabay.rr.com

COMMITTEE CHAIRMEN

Convention Sites..... Joe Ferrie JoeKaraoke@compuserve.com

Fold'n 'n Stuffin' Cleve Spring clevespring@comcast.net

ALPA MEC Liaison.....Felix Isherwood felix@hsa-kauai.net

WHQ Liaison.....Milt Jensen mcjensen@runbox.com

Widows Coordinator Jackie Abel JacquelineAbel@aol.com

RUPA Web Site Bruce McLeod BMcL23@yahoo.com

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PRESIDENT'S MESSAGE

Fellow RUPArians, The 2003 San Francisco Convention is now history. From the feedback I have received, it just may have been one of RUPA's better conventions. A report on the convention is included in this issue. Our next convention will be onboard Holland America's *MS Amsterdam*, a cruise to Alaska. Several members have already signed up. If you're concerned about signing up so far in advance, and you need to sign up early to get the cabin of your choice, take out the optional trip insurance which is available through the travel agent. Trip insurance is necessary to cover the cancellation penalties should you have to cancel later on.

It's that time of year again. Take a look at your copy of the RUPA directory and make sure the information contained therein is correct. Send your changes and corrections to Cleve Spring. The new directory will be mailed out in January and will include a RUPA decal, look for it.

I have received several phone calls and emails concerning the increased cost of health insurance from United. This prompted me to call the United Retiree Service Center. You're not going to believe how much our beloved company is screwed up. They sent the first forms out with the wrong rate. A second set of forms was then sent out and it also had the wrong information. A third mailing is set for the 17th of November, (my birthday); maybe they'll get it right the third time. I asked for the name of the genius in charge of the program but it was not available. At any rate Bruce McLeod, our Webmaster, has posted a complete summary of our Welfare Benefit Plan on the RUPA Web Site. It would behoove us all to review it. That does it for this time around. Fraternally, *Rich*

WIDOWS COORDINATOR

JACKIE PANCOAST ABEL, (714)846-2119, jacquelineabel@aol.com

Hi, I was pleased to read that many widows attended the SFO RUPA convention. I am so sorry that I missed it, but surgery became the priority. I heard very good comments about the convention. Now, start thinking about the 2004 RUPA Alaska cruise.

The new RUPA roster will be arriving in January. I hope you all have kept your membership up to date (\$25.00 for postage on your husband's birthday) and please make sure all info (to Cleve Spring) is correct including your e-mail address.

Til the next time, *Jackie*

DEN GOOD OLE BOYS

The third Tuesday of November, in Denver, occurred on an absolutely delightful day. Wives were invited to our meeting and a good turnout of 50 eventuated. The bell sounded at 12:00 on the dot and the trenchermen and their ladies lined up. No complaints were recorded about the cuisine.

During the boring business portion, the scribe and recorder noted no new reports of infirmities or demise. In the absence of Jim Krasno, a brief recapitulation of the pension situation was attempted by the scribe which was amplified by Rick Madsen thru the help of a presentation downloaded from the ALPA Council 34 website. To summarize: there might possibly be good news.

Ed Riehl related his experiences at the recent RUPA convention, and related that a good time had been had at the event, which sentiment was echoed by this scribe.

Ann Blessin announced to the wives present, the upcoming Pilot Wives meeting on December 2, and extended an invitation.

The usual feeble attempt at humor luckily occurred sufficiently late in the dinner that missiles such as rolls had been consumed, thereby sparing this humble coordinator possible bodily injury therefrom.

The meeting adjourned in the early p.m. Those in attendance were:

Sam and Judy O'Daniel, Bob Burnett, Pete Lynch, Steve Paas, Bill Bates, Al Snook, Stan Boehm, Eve and Bill Hoygaard, Maury Mahoney, Tom Hess, Fritz Meyer, Rich and Kaye Madsen, Ralph Stewart, Ed and Ruth Riehl, Bob and Laura Ashworth, Bob and Adele Sannwald, Ed Gilroy, Max Gott, Steve and Terry Terrell, Jim Gates, Pete and Sharon Delo, Dick and Jerry Shipman, Russ and Pat Ward, Bill and Luci Pearce, Jim Jenkins, Ralph Wright, Bob and Ann Blessin, Gerry Baker, Bill and Mitzi Fife, Gary and Marian Gore, Bob and Jim-Claire Clipson, Tom and Moyna Hudgens, and the scribe/coordinator and his bride Ted and Rose Wilkinson.

GOLD COAST GROUP

The South Florida group met for the second time this season on Thursday, the 13th of November. Again, I wasn't there, so it probably wasn't very interesting. Twenty three members showed up though, so maybe I missed something. At least I gave them someone to talk about.

In attendance on the 13th were Walt Kimmey, Jimmy Carter, Sid Sigwald, Terry Lewis, Dave Peat, Stan Blaschke, Peter Gallant, Warren Hepler, Ned Rankin, Art Jackson, Guy O'Rear, Vince Canavan, Tom Llewellyn, Ham Oldham, Ed Wheeler, Lyn Wordell, Bill Garrett, Bob Fiedler, Dick Bodner, Bob Holland, Paul Livingway, Dick Wiley and Herbert Fidlow.

Next month we meet on December 11th at the *Flaming Pit Restaurant* in Pompano Beach. Time is 11:30 AM. Questions, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. If you would like a post card to remind you of our meetings, call me at 561 994-6103. See you in December, *Jerry Bradley*

LAS HIGHROLLERS

Although this update is late I felt that it should be submitted so that the faithful of the HIGHROLLERS would be able to see their names in print and know that I haven't completely gone mental. This luncheon was held on September 16 at *Memphis Famous Barbeque* and was enjoyed by the following: Andy & Dawn Anderson, George & Denny Atteberry, Bill Balboni, Bruce Barton, Robert Burnstein, Barry & Ruth Dixon with guest Dave Tudor, Barrie Folsom, Bruce Fisher with guest Marlene Brown, Jerry & Susanna Johnson, Guy & Kathy Manning, Hugh & Kathy Mattern, Hal & Shirley Morris, Dave & Bonnie Munyon, Joan Morley, Bob Roland, Don & Betty Swirnow, Jim Tight, Lloyd & Donna Lee Whitlow, and yours truly Clyde House. This being the first luncheon after our summer break was very well attended and hopefully we will be able to build a larger group as the word gets out.

Clyde House (702) 896-8821 clydie747@cox.net

LAS HIGHROLLERS

Well with the promise of cake and champagne the HIGHROLLERS luncheon for October was well attended. Since the luncheon fell on my birthday, I furnished dessert and Champagne to a very nice turn out. The following were in attendance: Andy & Dawn Anderson, George Atteberry, Bill Balboni, Dave Baker, Jim & Peggy Cox, Barry & Ruth Dixon, Barrie Folsom, Fred & Caroll Gumpert, Jerry & Susanna Johnson, Lyle Miller & Sharon Gravert, Hal & Shirley Morris, Dave & Bonnie Munyon, Gene & Mary Lamski, (welcome back) Jim Price, Lloyd & Donna Lee Whitlow, Bud Puckett & Donna Vitalie, Hugh & Kathy Mattern, Bruce Barton and guest, Tim & Marilyn Parker, Jim Tight, and Clyde House and Marie Loquet. We cordially invite any and all snow birds who might be staying in the Las Vegas area during the winter to contact me and join us the third Tuesday of each month for good food, good conversation, and all around good company.....See you in November.....

Clyde House (702) 896-8821 clydie747@cox.net

NY SKYSCRAPERS

42 Retirees and 17 spouses attended the semi-annual luncheon at *Manero's Steakhouse*, in Greenwich, CT last Thursday 6 Nov 2003. Guests came from Maine, NH, Massachusetts, RI, CT, NY, NJ and PA. How's that for distribution?

Our first JFKFO-based lady retiree, Laurie Reeves, joined us. And so did Rip Munger, who retired with almost 50 years with UAL. Rumor has it that Rip considered becoming a flight attendant just to get his full 50!

Ray Bernosky finally found some naive retirees to take over his long-standing solo management of these luncheons. But Ray was there just to make sure nothing was amiss. Thanks, Ray, for all your years of dedication to keeping this group together.

Our next luncheon will be held in NJ, probably in early June.

In attendance were: Ray and Sharon Amato, Howie Aronson, Bud and Mary Berlinger, Ray and Pat Bernosky, Roger Bjornberg, Bob Burns, John Clifford, Jan and Patty Conover, Ed and Ona DeChant, Rich Del Vecchio, Ron and Betty Denk, Bob Duckworth, Wes Erbe, Larry Gardner, Ted Garrity, Bill and Elaine Grable, Jim and Mimi Handshaw, Jack Hansen, Rod and Marilyn Hobson, Ron and Marie Jersey, Pete Kohlsaat, Matti Kosonen, Jim Lattimer, Tom and Renee Libuta, Hank Lopez-Cepero, Augie and Margaret Miller, Rip and Doris Munger, Neil O'Malley, Ken and Kari Perkins, Charlie and Roberta Pocher, Tom Purington, Dave Redfield, Laurie Reeves, Bill Reynolds, Bob and Linda Schaet, Irv and Mary Soble, Pete Sofman, Chan and Mattie Stoughton, Jim Wilder, George Williams, and Woody Woodworth.

SAN DIEGO

We are back at the *Quails' Inn* San Marcus. We meet at 1200 the 2nd Tuesday each month. Those attending this month were: Bob Harrell, Don Trunick, Hugh Wilson, Wally Frank, myself and visitor Bruce Barton from Las Vegas. I had not seen Bruce for 35 years. From our conversation and this being Veterans' day, the staff stood at attention and saluted us as we left. *Bob Bowman*

TUCSON LUNCHEON

The second informal gathering of (mostly) retired pilots and their spouses was held on November 13th at the *Tucson Country Club*. I say "mostly" because we had two active pilots in attendance, Diana Raymond (married to George) and Oly Olson, Council 57's Communications Chair. Oly described life (such as it is) on the line, how the current pilots, whose ranks have been reduced to about 7000, are laboring under conditions not seen in at least 30 years! Ouch.

Oly was preceded by Tom Workinger who briefly discussed the RUPA Widows fund and was followed by Mike Sullivan from the Harris Bank. Mike went through the Harris' outlook for stocks and bonds for the future.

Please note: if you are reading this and didn't get an invitation to this luncheon, or if you expect to be in the Tucson area in March of 2004 and would like to be invited to the next one, please send me an e-note (randelryan@aol.com) and I'll see to it that you are added to our Tucson list. - Thanks.

Those who attended were Bob Bartsch, Young and Cheryl Cage, Fred and Barbara Duell, Hank and Luella Dykhuis, Tom and BJ Greene, Vic and Beverly Hansen, Bill and Ruth Howell, Oly Olson, George and Diana Raymond, Randy and Pam Ryan, Bill and Shirley Turner, Angela Wallace, Tom and Bev Workinger.

<p>United Airlines Retired Pilots Foundation, Inc.</p>

<p>Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>

THE STEADY THEFT OF OUR TIME

By Norman Solomon,

One of the worst things about today's ultramodern systems of communication is hiding in plain sight: They waste our time. Sure, gizmos like computers and cell phones and pagers can be real time-savers. But what's less obvious is the great extent to which high tech keeps us waiting.

Whether you're rich, poor or somewhere in between, time probably seems to be in short supply. And when intrusions keep draining away precious moments, you probably feel some combination of annoyance, frustration and anger.

The overwhelming nationwide response to the new do-not-call registry is a form of national rebellion against corporate time-stealers. "We need to appreciate the magnitude of what has happened," writes Fortune magazine senior editor Geoffrey Colvin. "America's stampede to zap telemarketers is a true grassroots movement, and a huge one. It shows how extraordinarily deep and intense people's feelings are about this seemingly minor issue."

During a two-month period over the summer, upwards of 40 million people in the United States signed up to declare their home phone numbers off-limits to the marketing juggernaut. But the do-not-call list speaks to merely one manifestation of an ongoing assault on our time. While a current TV ad blitz by a credit-card company is warning against "identity theft," we have yet to see a national campaign against a much bigger problem – time theft.

In ways large and small, our time is being nicked and dined by corporate interests and government agencies that view it as worthless. Consider how much time you've spent this year running gauntlets of phone carousels and waiting on hold while muzak and sales pitches fill your ear. It's remarkable how often there's "unusually heavy call volume" – a double-talk phrase that could be translated as "your time is far less important than our overhead."

And more companies are using voice-recognition software to force callers to talk to machines. Those firms aren't paying us, so our time isn't worth anything to them. Better we should wait longer. Increasingly, while callers are compelled to hang on, recorded messages are pitching products and services at captive ears. By any other name, this is another form of telemarketing. Meanwhile, more traditional advertising on radio and television continues to waste our time while media companies are selling our ear-and-eyeball time to advertisers.

The Internet experience is also, more and more, an assault on our time – and not only with the escalating barrages of spam from e-marketers. Just clicking through the pop-up ads on Web sites can be a real time drain.

The do-not-call upsurge is a barometer of how compacted our lives have become. The media environment, broadly defined, is constantly polluted with hollow claims on our time and attention.

Overall, the social fixations on commerce – the structural *raison d'etre* of most media institutions – relentlessly nibble away at our time. To the extent that it doesn't seem to belong to us, time comes to seem more like the property of unaccountable institutions and their functionaries.

Today, the media establishment routinely fails to cover the siege against our time as a huge quality-of-life concern. These are important issues. For instance: How much of your time gets squandered in traffic for lack of adequate mass transit? How much time have you spent this year waiting in line at an understaffed post office? How many government agencies and corporate firms keep you waiting "due to unusually heavy call volume" that isn't unusual at all?

While people in various economic strata are apt to feel an acute shortage of time, those with money are able to buy some time in numerous contexts. The affluent, and even more so the rich, are able to "buy pass" major inconveniences, like waiting for buses or doing tedious errands and tasks that people of modest means do for themselves. As it happens, journalism is one of the many professions with often-unrelenting time pressures. That's true now more than ever – and even long ago, the news business was notably frenetic. Before he died in 1926, the American educator Charles W. Eliot told a newspaper reporter: "You are in the worst job in the world. You never have time."

Altnet, November 3, 2003

THE 2003 RUPA SAN FRANCISCO CONVENTION

I guess you could say that by just about any measure, the recently concluded RUPA Convention was an overwhelming success. Well over two hundred registered for the convention, though not all were able to attend. All four of the tours were well attended and enthusiastically received. Even the weather cooperated.

There was a good turnout for the business meeting, since it was held in the dining room immediately after the buffet on the first night. The first order of business was the nomination of officers. Since no one volunteered for of-

fice, and no one was nominated, the board recommended the current slate of officers continue for two more years. The membership present overwhelmingly agreed. So I guess you are stuck with me as your President for more two years. Your Vice President is once again Noel Kane, and of course the man who really runs things, Cleve Spring, is our Secretary / Treasurer.

E. K. Williams gave an excellent presentation about the Wall of Honor of which you will hear much more in the coming issues of the *RUPANEWS*. Briefly, the Wall of Honor acknowledges those who supported the building of the new National Air and Space Museum by displaying their names on panels lining the walkway leading to the new museum. The membership voted wholeheartedly to have RUPA participate in this endeavor. It is hoped that in two years we can view the panel at the museum in conjunction with a Washington D. C. convention.

The last night of the Convention was the Dinner and Dance. I believe it was the first time we have had a dance in conjunction with a convention; it was very well received.

The evening began with a welcome to all who were in attendance and especially the widows who are always welcome. As we stood in silence to fondly remember our fellow pilots who have Flown West, Bill Smith, past president, played taps.

This year I decided to honor those who have supported us throughout our long careers by giving a tribute to the Pilot's Wife. A copy may be found in this issue.

Thanks to RUPA for the magnificent plaque and bouquet presented to Georgia and me for our service to the association. I would also like to thank all of you who made the effort to attend and those who assisted with the many little details. We look forward to seeing you on the cruise if not before.

Submitted by *Richard C. Bouska*

The following salute to pilots' wives was composed and presented by our President, Capt. Rich Bouska, at the banquet on the final evening of the very successful San Francisco Convention. It was so well received that we had many requests to publish it so that others might enjoy it: The sentiments are, we're sure, shared by all pilots. Ed

THE PILOT'S WIFE

Much has been written through the years about the sacrifices that pilots make for the careers we all enjoyed. We all have experienced two to three weeks a month away from home for years on end. Many of us have spent Christmas alone in a crash pad, or missed Thanksgiving dinner with the family, not just once, but several times throughout the years. We all have witnessed the sadness on the faces of our children as we once again left the house for a three or four day trip. But we were not alone.

Our wives were there making sacrifices right along with us; perhaps they suffered even more than we did. Other wives can count on a spouse's participation in special events...birthdays, anniversaries, concerts, football games and graduation. A pilot's wife can only make tentative plans. It was the pilot's wife who had to take the children to soccer practice and Little League games when we were not there. And how about the time the car broke down on the way to taking the kids to school and you weren't there to get it fixed? She was the one who had to find a mechanic. Remember the time the sewer backed up or the washer broke down? You were on the other side of the country or perhaps the other side of the world. And how about the time she had to take one of the little ones to the emergency room when you weren't home? Maybe you were in training for a month with the house up for sale. It was the pilot's wife who had to take care of the many details associated with the sale. And how many times did she have to make excuses for you when you didn't show up for a dinner party at the neighbor's, or you weren't available for Thanksgiving or Christmas?

Other wives see their husbands off in the morning knowing they will be back that same evening. The pilot's wife sees him out the door for a three or four day trip and isn't sure if he will be back in a week. Perhaps the worst was when you were out on a trip and she was watching TV, and the program was interrupted by a news flash of an aircraft accident. It is the pilot's wife who rushes to get her husband's flight schedule to see where he is supposed to be that day. Even though it's not his flight, she can't really be sure until he calls that night to tell her he is all right. Yes, pilots make a lot of sacrifices during their careers, but it's the pilot's wife who holds the fort while he is away. Many of us have speculated that we were away from home half our married life while we were working; it's the pilot's wife who was without a husband for that same amount of time.

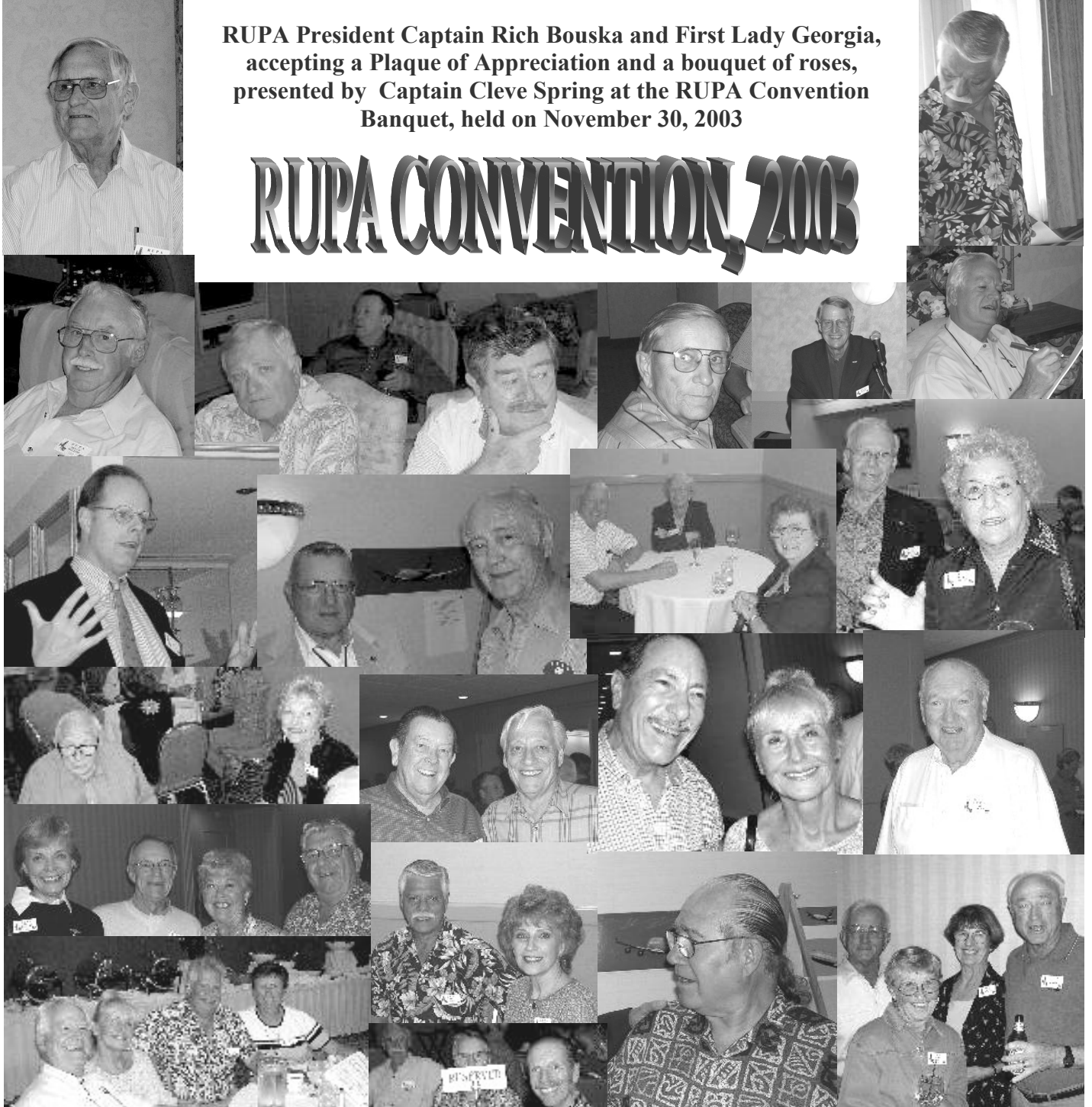
Gentlemen, I think it's time we recognize the sacrifices that our wife's made for our careers. Would you please stand and give them a round of applause for all they gave to you.

Richard C. Bouska



RUPA President Captain Rich Bouska and First Lady Georgia, accepting a Plaque of Appreciation and a bouquet of roses, presented by Captain Cleve Spring at the RUPA Convention Banquet, held on November 30, 2003

RUPA CONVENTION, 2003



RUPA CONVENTION, 2003



HOTEL ROOM KEY CARDS

There has been an internet e-mail warning that criminals were using hotel room keycards to steal identities then using that info to charge money to credit cards.

According to *www.snopes.com* this info is FALSE.

Origins: Since about the mid-1980s the hotel industry has been moving away from traditional lock-and-key systems on guest room doors in favor of keycard locks: plastic cards about the size of credit cards which are encoded with information allowing them to open one (and only one) room. Keycards boost security by allowing each guest to receive a new key (the "combination" for each room is changed every time new guests check into that room) and therefore make duplicating keys pointless, and by eliminating the need to have the room number stamped on the keys themselves. (A found keycard does the finder no good, because he has no idea which room it opens. And if you lose your keycard, you can just have a desk clerk change the combination to your room lock and issue you new keycards.)

Moreover, monitoring and logging how often (and exactly when) a particular room has been entered is much easier with a keycard system than with standard lock-and-key systems (a valuable feature when trying to investigate claims of theft from hotel rooms).

Now comes the warning quoted above that more than just a room number combination may be encoded on those keycards. None of the hotels we contacted (including the Doubletree chain) said they do (or even can) encode personal information on hotel keycards, nor could any of them offer a plausible explanation of how they would benefit from doing so. All of them have databases which store the very same customer information and can be accessed by using a room number as a lookup term, so they have no reason to encode anything more than basic information (e.g., room number, access code, activation and expiration dates) on the keycards themselves.

Current technology allows for guests to quick-checkout with the pay-per-view movie system on the TV, so there isn't any need to have more than the room number and length of stay on the key-card. Even in cases where a hotel keycard can be used to purchase goods and services (e.g., at a resort complex such as Walt Disney World), guests' credit card information is not encoded on the cards themselves; the cards simply contain a flag indicating that the guest has a credit card on file with the resort and is authorized to charge purchases to his room.

This warning may have been confused with warnings about a related but distinctly different theft scheme, that of crooks stealing credit card information and then encoding that information onto hotel keycards: It never fails. Emptying your pockets after a vacation or business trip, you fish out the hotel key you've forgotten to return. In fact, hotel key cards are unwittingly taken so often that thieves are taking advantage of public and industry complacency on the issue by storing stolen credit card information on the cards and using them like debit or credit cards. It works like this: a thief gets his hands on a supply of key cards, either by having a hotel employee steal a batch or by buying them. The thief then uses a commercially available decoder/encoder to read information off a stolen credit card and transfer it to an innocent-looking hotel key card. Because the new generation of key cards is the same size as credit and debit cards, the key cards can then be used at ATMs and at point-of-sale swipe readers, where store clerks frequently do not watch patrons performing the transactions.

The scam recently came to light in southern California when police searched the hideouts of Armenian gang members and found a cache of key cards from a specific hotel. According to Larry Hanna, a detective in the Las Vegas Police Department's intelligence unit who works closely with Southern California police, authorities decided to read what was encoded on the cards. They came up with credit, ATM, and debit card numbers, but no room information.

Blair Abbott, a Phoenix-area detective who has been investigating this type of crime, notes that a few key cards found on a suspect will not raise the same suspicion as would several credit cards bearing different names. Having multiple hotel keys is neither illegal nor uncommon. Abbott also believes that the scheme is causing a resurgence in the use of readers that steal information from bank and credit cards at ATM machines.

His firm investigated a criminal group that devised a credit card reader that could be placed over the normal

credit card slot in ATMs and other card readers. The device has all the appearances of a regular card reader, but it is distinguished by protruding from the face of the ATM by several inches. Abbott adds that clever criminals have even created their own bogus ATM machines.

When the card information is lifted and placed on hotel key cards, it can be used not only at point of sale and at ATMs but also in association with accomplices working at stores, banks, and credit card companies. Worse yet, the victim continues to use his or her credit card and will attest to having it when contacted by the credit card company, which delays detection of the fraud. Law enforcement has had to rely on the laziness of criminals to spot the scheme, Abbott says. Carrying several cards from the same hotel arouses suspicion, says Abbott, as does punching holes in cards and attaching them to a key chain.

It is unclear how widespread the scam is, but Hanna points out that it is so well known in Glendale, California, that the police keep a reader at the booking desk to scan all confiscated hotel key cards. Abbott says that the ploy is making the rounds in New York and Chicago as well. The same type of scheme shows up in a 2001 report on organized crime issued by the California Attorney General: For example, a gas station in Fresno, California was being used to skim credit card information from the magnetic strips on the back of the cards during April 2001. A device was attached to skim the information from the card to another card with a magnetic strip, such as a hotel key card. An employee of the gas station was tied to an Armenian organized criminal group involved in credit card theft, extortion, counterfeit and Medi-Cal fraud. And it also appears on the web site of the Burlingame (California) police department: The Burlingame Police Department has received information about a new trend in the criminal atmosphere. Believe it or not, criminals are taking advantage of public and industry complacency of discarding electronic hotel card keys. Thieves have learned they can store credit card information on a key and use them like debit or credit cards. Once the discarded hotel key is obtained, a thief uses a commercially available decoder/ encoder to read the information off a stolen credit card and transferring it on to the innocent looking hotel key. Because of the credit card size, criminals can use the altered hotel keys at ATMs and point-of-sale swipe Readers where clerks do not check identification or watch patrons performing the transactions.

CRIME PREVENTION TIP: Always return your room keys to the front desk of the hotel. However, the schemes described above don't involve harvesting personal information by reading it from returned hotel keycards; they involve obtaining personal information (such as credit card or ATM card numbers and PINs) through other methods and then using discarded hotel keycards as storage media for that information. The keycards are used as easy-to-obtain blanks, not for what they might already have stored on them. Also, this hotel cardkey warning overlooks the plain fact that hotel employees who have access to cardkey scanners already have the ability to look up all sorts of personal information about guests through their hotels' booking systems. Just about any hotel clerk can retrieve the records of guests and print out or write down their names, addresses, phone numbers, credit card numbers, etc. If personal information were truly encoded on hotel keycards that could be read by anyone, the biggest concern should be keeping those cards away from people who are not hotel employees. (Indeed, the warning from the Burlingame police quoted above says that hotel keycards should always be returned to the front desk.

In years past, existing software would prompt the user (employee) for information input. If the employee was unaware of hotel policy dictating that such information NOT be entered, it could have ended up on the card in error. Since this subject came up, experiments on newer cards have failed to duplicate the problem. It appears that the problem is not as widespread as it used to be in the larger chain hotels. However, all of the hotel representatives and employees we spoke with maintained that encoding personal information on keycards is neither a former nor a current practice, and none of the access control system providers we contacted said their hotel keycard systems are configured to allow personal information to be encoded on keycards. In any event, turning up a single case of something that might have happened in the past by mistake under systems no longer in use hardly justifies a warning like the one issued, which suggests that the practice is current, ongoing, and widespread.

www.snopes.com

The following tale is making the rounds on the internet. We verified its authenticity and are happy to be able to pass on such examples that chivalry is not dead, and that United can still be an airline to be proud of. Incidentally, the company has instituted a scheme whereby excess mileage plus awards may be donated to service personnel. Contact the company for details. Ed.

A DAY AT BALTIMORE AIRPORT

The writer and his wife live in LA and both work for Uncle Sam.

Dear Friends and Family,

I hope that you will spare me a few minutes of your time to tell you about something that I saw on Monday, October 27. I had been attending a conference in Annapolis and was coming home on Sunday. As you may recall, Los Angeles International Airport was closed on Sunday, October 26, because of the fires that affected air traffic control. Accordingly, my flight, and many others, was cancelled and I wound up spending a night in Baltimore.

My story begins the next day. When I went to check in at the United counter Monday morning I saw a lot of soldiers home from Iraq. Most were very young and all had on their desert camouflage uniforms. This was a change from earlier, when they had to buy civilian clothes in Kuwait to fly home. It was a visible reminder that we are in a war. It probably was pretty close to what train terminals were like in World War II.

Many people were stopping the troops to talk to them, asking them questions in the Starbucks line or just saying "Welcome Home." In addition to all the flights that had been cancelled on Sunday, the weather was terrible in Baltimore and the flights were backed up. So, there were a lot of unhappy people in the terminal trying to get home, but nobody that I saw gave the soldiers a bad time.

By the afternoon, one plane to Denver had been delayed several hours. United personnel kept asking for volunteers to give up their seats and take another flight. They weren't getting many takers. Finally, a United spokeswoman got on the PA and said this, "Folks. As you can see, there are a lot of soldiers in the waiting area. They only have 14 days of leave and we're trying to get them where they need to go without spending any more time in an airport than they have to. We sold them all tickets, knowing we would oversell the flight. If we can, we want to get them all on this flight. We want all the soldiers to know that we respect what you're doing, we are here for you and we love you."

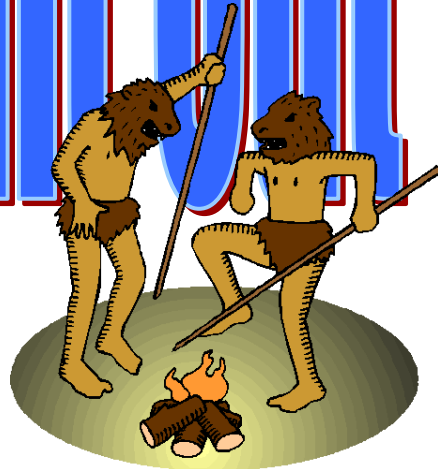
At that, the entire terminal of cranky, tired, travel-weary people, a cross-section of America, broke into sustained and heart-felt applause. The soldiers looked surprised and very modest. Most of them just looked at their boots. Many of us were wiping away tears. And, yes, people lined up to take the later flight and all the soldiers went to Denver on that flight.

That little moment made me proud to be an American, and also told me why we will win this war. If you want to send my little story on to your friends and family, feel free. This is not some urban legend. I was there, I was part of it, I saw it happen.

Will Ross Administrative Judge United States Department of Defense



Boys Night Out



“Since 1970” Leo Kriloff’s Boy’s Night Out

Friday, February 20th, 2004
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California

Reception from 5:00 to 7:00, Dinner to follow.
Entrée choices are Chicken with Scampi, Prime Rib or Salmon.
Dinner, including wine, is \$43.00.
Rooms are available at \$89.00. Call the hotel at 1-800-827-0880
for reservations and mention RUPA for this rate.

RSVP deadline: Monday, February 16th, 2004
Make check payable to **RUPA** and mail reservation to: **Sam Cramb**
20090 La Roda Ct
Cupertino CA 95014

name

guest name

Indicate entrée choice: Chicken with Scampi Roast Prime Rib of Beef Filet of Salmon

Check enclosed for: \$_____

THE LIST

Insurance industry ratings of best and worst drivers

MOST PRONE TO ACCIDENTS

1. Students
2. Doctors
3. Lawyers
4. Architects
5. Real estate agents

LEAST PRONE TO ACCIDENTS

1. Farmers
2. Firemen
3. Pilots
4. Politicians
5. Homemakers

MOST PRONE TO SPEED

1. Students
2. Enlisted military
3. Manual laborers
4. Politicians
5. Architects

LEAST PRONE TO SPEED

1. Homemakers
2. Librarians
3. Law enforcement personnel
4. Clerical/secretaries
5. Teachers/professors

The Progressive 11/3/03

BOLSTER YOUR BRAIN

Want to stay sharp even in your golden years? Then make sure you don't skimp on your daily supply of vitamins C and E.

Findings from a long-term study on aging revealed that people who took both vitamin E and C supplements had a significantly lower incidence of the kind of mental decline caused by clogged or hardened arteries. In fact, the participants who had taken the vitamins regularly performed better on cognitive tests than the people who had not taken the supplements.

To help preserve your mental abilities, get 400 IU of vitamin E and about 1,200 milligrams of vitamin C daily.

REAL AGE 11 Sep 2000

VP 46 REUNION

**Graying Knights from the 60's are planning a gathering in
San Francisco during the fall of 2004**

For more information, contact:

Pat Sheehy pesheehy@comcast.net

Jim Williams JMWESQRET@aol.com

Al Mouns 76114.533@compuserve.com

Jim's phone: 916 961-5029

ABOUT THE COVER-The Douglas DC-3

The most successful transport plane ever built, went into United service in 1937. In two years after airlines started using the DC-3, air traffic doubled. Its operating cost was only three percent higher than the DC-2, but it carried 50 percent more passengers (21). Length: 651/2'. Wingspan: 95'. Cruising speed: 180 mph.

EJECTION HISTORICAL RESEARCH—REQUEST FOR HELP

Dear Mr. Savage

I have become aware of your organization and would very much appreciate your help if possible.

I would be very grateful if the following request could be made to your members either by emails or a letters page in your publication.

For the last 20 years I have been researching the history and development and use of assisted aircrew escape systems. As one part of that project I am compiling a comprehensive listing of as many ejections in the world as possible. To date I have reference to approximately 8,000 ejections since 1942, with nearly 30 confirmed Luftwaffe ejections and another 30 possibles.

I am trying, where to personally contact ejectees or witnesses to the ejections, so that I can obtain their memories of the period prior to, during and post the ejection and a photograph of the ejectee about the period of their ejection.

I have found it very difficult to gather ejection details from the Korean and South East Asia conflicts especially the "other" sides. The Middle East area is a very difficult area to qualify data.

I have read many articles from the late 1940s through to the 1980's where ejections are referred to but no dates are given or aircrew names have been omitted.

A poorly documented period is American USAF, USN, USMC Ejections pre Korean War, the Korean War and up to the Vietnam War. Even during the Vietnam Conflict only combat ejections seem to be represented.

I have the main published lists such as the ones in The Martin-Baker Books and publications over the years and especially "Sir James Martin" by Sarah Sharman. Many lists have appeared in one form or another in books relating to individual aircraft and the US Navy. I have visited thousands of web sites and related reports to add to my listings.

I would be very grateful if any of your members who have ejected, or are colleagues or relatives of ejectees could contact me

Sincere thanks for reading this request

Mike Bennett

106, Main Street, Clifton Campville, Tamworth, Staffordshire B79 0AP England

Email - MbenShar@aol.com



2004 RUPA CRUISE TO ALASKA INFORMATION

Date of Cruise: September 19, 2004

7 day Roundtrip out of Seattle

On The

Holland America *MS Amsterdam*

Check out deck plans and staterooms on the internet

hollandamerica.com, click [five-star fleet](#), [ms Amsterdam](#), [Deck Plans - Cruises After 12/17/03](#)

All prices are per person and include \$252.00 for Port charges and taxes

Inside Cabins:

Category MM	\$899.	Dolphin Deck Forward and Aft
Category M	\$949	Dolphin Deck Midship
Category L	\$999.	Main Deck Forward and Aft
Category K	\$1049	Main Deck Midship Lower Promenade Aft
Category I	\$1149	Navigation Deck and Verandah Deck

Outside Cabins:

Category H	\$1199	Dolphin Deck Forward
Category G	\$1239	Main Deck Forward and Aft
Category FF	\$1259	Dolphin Deck Forward and Aft
Category F	\$1279	Dolphin Deck Forward and Aft
Category E	\$1299	Dolphin Deck Midship Dolphin Deck Main Deck Forward and Aft
Category D	\$1349	Main Deck Midship Lower Promenade Aft
Category C	\$1379	Lower Promenade Deck

Verandah Cabins:

Category BB	\$1649	Verandah Deck Aft
Category B	\$1699	Verandah Deck Forward and Aft
Category A	\$1749	Verandah Deck Midship
Suite	\$2499	Navigation Deck

All cabins are subject to availability.

Deck plans are exactly the same as the Rotterdam. Dolphin Deck is lowest deck followed by Main Deck and Lower promenade Deck.

Deposit of \$350 per person is due at time of booking and is fully refundable until 76 days prior to the cruise.

If you want verandah cabins, it is important to book early as they are the first to sell out. The above prices include a cocktail party and a \$50 per cabin onboard ship credit.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520-2119
1-800-309-2023 33
508-829-3068
E-mail gpsp@aol.com

2004 RUPA CRUISE TO ALASKA BOOKING SHEET

September 19, 2004 7 Day Alaska Cruise
(MS Amsterdam) Holland America Cruise Lines

NAMES _____

ADDRESS _____

Telephone(s) _____ email address _____

Mariner Numbers (Previous Holland America Guests) _____

Dining Preference Main _____ Late _____

_____ Inside Cabin Category _____ Cabin Number _____

_____ Outside Cabin Category _____ Cabin Number _____

Price includes \$252.19 in port charges and taxes. Price also includes \$50 per cabin on board ship credit and a cocktail party.

Total Price per Person _____ Total Price per Cabin _____

Deposit \$350 per person _____ Due at time of reservation.

Balance _____ due on or before June 15, 2004

_____ Check made out to Jerry's Travel Service

_____ Credit card select one = Master Charge() Visa() Amex() Discover()

Name on Credit Card _____

Credit Card number _____ Exp. Date _____

Cancellation Penalties:

75-46 Days prior sailing \$350 per person

45-16 Days prior sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

OTHER INFORMATION _____

LETTERS

DICK ANDERSON

Hi, Jock - Laurie and I had a great time at the RUPA convention in SFO until Thursday morning when I was hit hard with pain! We packed very quickly, got the 7 AM shuttle to the airport, got home to the doctor and hospital - diagnosed with kidney stones. So, I spent the banquet in Swedish Hospital in Seattle on a liquid diet! As Lauri says..."you've got to quit romancing the stone!" The real heart of this letter is to ask that you print a request in the next *RUPANEWS*. I continue to see names of folks who come to Maui in the winter.....and I thought...let's have a mini-RUPA get-together over here. Anyone who wants to, can contact me (December 10th to April 20th) at 808-874-7097. It would be great to have bi-monthly or monthly coffee or lunch get-together and talk about "the good old days."

That's it! Maybe you can print a "special" notice for people who want to get together on Maui to contact me. Mahalo and aloha!

Dick

PS: Great convention in SFO. It was wonderful to see so many old friends - and to meet new ones! *Sorry to hear you got "stoned" in SFO - speedy recovery. Consider this your special notice, and good luck with Maui meetings.* Ed

MEL F. ATHERTON—15500 73rd Ave. SE, Snohomish, WA melatherton@hotmail.com

Dear Cleve, Enclosed are my dues for next year, one month early, a bit unusual. Thank you all for the *RUPANEWS*, it's great.

All is well here, the wife is still cancer free, so we are getting to enjoy retirement.

Mel

VERN BALDESHWILER—6603 Foxglove Dr, Cheyenne, WY 82009

Dear Cleve and all the fine folks who put out the *RUPANEWS*. It is a fine publication.

Enclosed is the postage money and a few more \$ for the cause. I will celebrate number 73 on Veterans' Day, and feel I also qualify as a veteran, with 39 years of military service. Those were good and proud years!

I Haven't taken any exotic trips lately, just enjoying our good old 50 states. Wife, Paula, and I have been working at landscaping around our new house. Been at it for two years and expect it will be about five more at the rate we're going! Have enjoyed our delightful Wyoming summer, except this year it was tainted with a serious drought and 34 days of over 90 degrees (average is about three days that warm).

All is well except for the typical aches and pains, seems like we are supporting half the doctors here in Cheyenne. Really appreciate our UAL medical benefits and surely hope the company can climb out of bankruptcy and get back to former greatness. Thanks, *Vern*

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

Hi Cleve, Short note to let you know I'm still around. Hit the big 80 this year, and am in good health.

Did some traveling this year, but were all short trips.

You all do good work on the *RUPANEWS*. Keep it up. Sincerely yours, *Chet*

JIM CHILTON—1635 SW Miller Creek Road, Seattle, WA. 98166-----206-248-3496
omatess@att.net

Dear Jock--The highlight of our year was celebrating our Golden wedding anniversary. Our three children had arranged a party at the Seattle Yacht Club for Tess and me and about 100 friends. They did the whole thing including flowers, fantastic food and beverages, music, a video and pictures of events during those 50 years and lots of jokes and toasts and roasts. All we had to do was arrive in the limo provided and enjoy a heck of a party.

I'm back home now, recovering from what appears to be a very successful surgery for prostate cancer.

I now know more about the subject than I ever wanted to know and would be glad to share that info with anyone who would want to call. Early detection with annual PSA tests and surgery has worked for me. I'll be back on the golf course six weeks after the surgery, chasing that elusive white ball.

My thanks to those of you who make this news letter possible and best wishes to all.

Jim

JACK. M. DE CAMP—420 Tigertail Rd, Los Angeles, CA 90049

1953-1983 EWR, LGA, JFK, LAX DC-3 THRU DC-6,

30 years in the world's best job. Enjoying 20 years of retirement but some problems. Had a HEMORRAGMORHAGIC STROKE on June 19 of this year. Vision loss and confusion are the bugaboos. Am lucky in that my general health is excellent. Prognosis--slow steady recovery.

Golf is a bitch when you can't see well, but I remain on the right side of the grass.

Best to all, *Jack! Pete*

NORM & CAROL COMEAUX—3304 Europa Dr #1, Naples, FL 34105 '68-'93 oldfly-boy@earthlink.net ORD, MIA, DCA, MIA, ORD
Hi to all, I've been very lax in writing since my retirement ten years ago. I hope doing this by email works. I just turned the big 70 yesterday, and it's about time to let my friends and fellow RUPA members know what I've been up to.

I was among the group who had the dubious honor of taking the longest time to make Captain, in my case twenty-one years. Since I was 34 years old when I got hired, I only flew as Captain for four years. I still feel fortunate that I was able to retire with a decent pension, although that is now in some jeopardy.

Since my retirement, Carol, my wife and best friend for 20 years, and I have kept very busy. We've moved twice, from Tampa to Hollywood Beach, FL, where we completely remodeled our 16th floor condo, then to a condo in Naples, at the World Tennis Center, which we completely remodeled, also. We're real gluttons for punishment. We're still working on the Naples condo after three years. Carol keeps coming up with new projects for me. Luckily, I enjoy doing them.

We've also bought another new condo here at WTC, which we are now furnishing and sprucing up to rent for the season.

We've been on 23 cruises, our favorite vacation since I retired. We also play tennis almost every day. When we travel, it's mostly by SUV. We've only flown on United three times in the last ten years.

After reading about the health problems of so many of our retirees, I count my blessings. My only health problem since retirement was a hernia opera-

tion two years ago, with no complications. I was back to playing light tennis after a week. I'm holding at my fighting weight of 158 pounds with a blood pressure of 118/68.

I sadly lost my only child, my son Blane, last year in an accident, so now my only heirs are three grandsons and a great-grandson.

I'm mailing the \$25 check to you today, thanks to Quicken Reminders.

Thanks to all you volunteers who make the newsletter possible. *Norm*

JOSEPH V. FABBO—156 Desert Falls Cir, Palm Desert, CA 92211

Jock & Cleve: December 7th marks my twenty-first year into retirement. So far, so good.

This was a quiet year, except for my two grandchildren. First, my grandson's Florida Guard unit was called up. He is in Baghdad right now (6 months) 1st Lt. Bravo Co. Infantry. He is 33-years-of-age. Second, my granddaughter got married Sept. 13th in Montgomery, AL. She is a Delta flight attendant. Enclosed are a check and a change of address. I thoroughly enjoy the *RUPANEWS* and a big thanks to those who make it possible.

Best regards, *Joe*

P. S. Do any of our Ruparians have a son or grandson in Iraq??

I know some do, from past comments of other members, but how about it, members – want to send me an email, fax, or phone message, and we'll list them in an upcoming issue - Your name, their name, service and unit. Ed



JOHN FIELDS—6009 S. Turkey Creek Rd, Morrison, CO 80465

Hello Cleve--check in the mail. I have had a hard time adjusting to life alone, but have finally pretty much come around. Have put my house and 11 acres up for sale, as the horses are gone and the house is too big for one. Bought a 5th wheel trailer to take south for the winter, so probably will have a new address before too long.

I have an invitation to visit Australia with a friend, and likely will do that, also. Fourth great-grandchild due this month. Otherwise things are pretty quiet here.

John

MARTY GALLAGHER—DTW-ORD, 66-95; 1101 S. State St. Marengo, Ill. Marsyl5@msn.com

Dear Jock and Ruparians that make the *RUPANEWS* the fine publication that it is; thanks for your hard work. Another year flies by - made it to 68 the other day and cooked burgers and brats for most of the kids and grandkids. It was a very nice day. The wind is howling as I write and as they say in Chicagoland, the hawk is on the wind. The winter birds are gathering at the feeders and the chipmunks are in hibernation.

I'm recovering from my second bout with kidney cancer (I lost my right one 5 years ago). A lesion was found during my annual ct scan in July and a quarter of my left kidney was removed at the end of August by a world-famous surgeon at the Loyola University Medical Center in Chicago. The kidney is working fine, but getting over the surgery takes a while, as my lower left rib was removed to access the kidney. The soreness is gradually going away. I will be on a 6 month scan schedule in the future. I would advise anyone who has had a previous bout with cancer to be diligent with your follow up checks.

We had a nice week at Oshkosh this year with my bride, Sylvia, (44 years) running the camp while I got to have a good time building wings for a Pietenpol air camper in the aeroplane factory tent for Paul P. I got to see some of my old united pals as they came through to check our progress.

The EAA convention is getting bigger every year, which bothers some people. I tell those folks to pick out a part which appeals to them and try to imagine it taking place on a grass strip in rural Iowa. I'm often asked why we don't have all sorts

of high tech tools to work with and my response is, that we're doing a field rebuild on that grass strip, besides good tools sometimes walk away even at Oshkosh.

We're loading up a bunch of the family for Thanksgiving dinner in Pleasant Plain Ohio, at son Dave's. 11 of us will be traveling in the old beaver motor home, it should be interesting. Our best wishes to you all during the holiday season and a prosperous and healthy 2004. *Marty*
p.s. the check is in the mail.

BILL & FRANCY GARRETT—8877 NW 3 Ct, Coral Springs, FL 33071

billfrancygarret@bellsouth.net

As soon as UAL cut me loose a year ago, I loaded my wife, son, daughter-in-law, my doberman, my wife's poodle, my motorcycle, kite surfer, wind surfer, 3 kayaks and 3 spare tires into my old Suburban and drove to Costa Rica and surfed for 4 months while United went TU.

Spent all summer in my trailer (toy box) driving cross-country. Spent a couple of weeks in Sturgis for the motorcycle rally. I came in 2nd at the Sturgis hill climb. Then we camped for 2 weeks in Black Rock Desert at the most outrageous festival in the world, Burning Man.

All that driving and not so much as a flat tire.

We are currently at home and I am competing in the Florida Motorcycle Hare Scrambles and Enduro series. Life is good. *Bill*

DICK AND JUDY GOUDEY—Port Orange, FL
Greetings to all from sunny Florida!

After spending a nice summer in CT on our boat, it's good to be back here before the wx gets winter-like. We left the CHLOE' in the hands of the boatyard in Old Saybrook and drove south with our car trailer housing the '55 MG TF and stopped to visit our son in North Carolina. "Lester", (all cars should have a name...), emerged for a quick two day tour of the N.C. mountains and the Skyline Drive which was spectacular and the driving awesome. We forget what automotive technology was like 48 years ago: no heater, temp about 50F, 5000+ feet elevation, stick shift, top down and me feeling like Juan Fangio in the curves!!!! Fortunately with 63 HP you can't do much damage as long as you stay on the asphalt!

Our thanks go to all those who write their letters

and the staff as they make *RUPANEWS* a "must read" when it arrives.

Dick & Judy

Fangio! Now there's a name from the past. I saw him race at Goodwood when I was stationed at RAF Tangmere in the '50s. I was driving a 1932 M type MG then. Ed

BUCK HILBERT—PO BOX 424, Union, IL, 60180 ORD, DCA, ORD

Cleve; Aside from losing so many of my Seniority group, all is well here at the Funny Farm. I'm still playing Airplane and doing things at EAA.

The long awaited "Sport Pilot" certificate is still in the Government mill. It's amazing. If we are a little late in any dealing with government, we are penalized.

There is no penalty for their dilly-dallying around, and I'm also firmly convinced that FAA could really do a great deal if it weren't for the Airplanes and Pilots.

Privatizing the various small towers doesn't bother me, I haven't talked on the radio or flown IFR since I retired. None of my Airplanes have radios or electrical systems, and we like it that way.

Currently we have the family Aeronca Champ beater, the Fleet 10F bi-plane, a Helton Lark 95, and are dealing on a Cessna 120 on floats. Next summer should be a great flying year, My 79th. Enuf for now, The *RUPANEWS* is always pre-requisite reading at our house. I do think, though, that for old time's sakes there should be revisions. I miss those bi-weekly and more often, Flight Manual Revisions.

Over to all, *Buck*

We can't manage that, Buck, but for old time's sake what about the phrase you loved from management, "Thanks for your usual _____" Fill in the blank. Ed

STEPHEN K. HOLLAND—11371 Wing Pt. Way NE, Bainbridge Island, WA 98110

shollandl@aol.com

Hi Cleve, I retired two years ago with one grandchild & now have four with two more due next spring. My daughters suddenly decided twins were the way to go. No family history so it has been a shock, yet Lee-Ann & I are having a great time as Grandma & Grandpa.

I am working part-time for Flight Safety Boeing as

a full flight simulator instructor on the B747-400.

Fun teaching plus I get plenty of stick time.

Thanks for all the hard work put in by RUPA staff to keep us informed. *Steve*

CLYDE HOUSE 8742 Crest Basin Court, Las Vegas, NV 9123 clydie747@cox.net

Well Cleve, I should have handed you something neat on a piece of paper at the convention, but you would just have lost it.

What a great way to end my birth month. This year has seen the good, the bad and the outrageous. We did make our annual jaunt to the Greek Island of Mykonos, but were only able to stay two weeks instead of the six that we had planned. Problems with a house-sitter, a tenant in Maui and the wisdom of UAL ordering the closure of the LASSW domicile brought us home to try and put out the fires.

With some hard work and the help of Senator Harry Reid and Mayor Oscar Goodman we were successful in at least delaying the closure and possibly giving UAL a new way of looking at the crew desk system. If LASSW works well as a satellite domicile with no supervisors, count on all the bases to be consolidated into one BIG crew desk with traveling supervisors to check up on the bases at various times. My, my, how times have changed from our day.

Since this is a few days late, I offer this as an excuse; my wife took me to Disneyworld and Ft. Lauderdale for my birthday and then topped that off with 3 glorious days in New Orleans with dinner at *Antoine's* and *Brennan's*. Needless to say it was a great time. Thanks for all the hard work that you and the others put out to keep this organization going. Check's in the mail. *Clyde*

NOEL KANE – 14611 Aloha Ave., Saratoga CA 95070

Our government has made a mistake. More specifically Social Security made the error – they sent a MEDICARE CARD. Despite my protests they have assured me their records are correct. Time sure flies.

This past year Berni and I have been on the go. Our travels started with a chance to see how the other half-lives, we can confirm they live very well. We were invited to join friends aboard their 130-foot yacht lying off the Mexican Riviera coast.

Naturally it was easier to get there on the corporate jet. Back to reality. We made a trip to Palm Desert, Lake Arrowhead and several to Seattle to see friends. The season ended with, what has become an annual event, with a boating trip into Washington State's San Juan Islands and British Columbia's Gulf Islands. You would be surprised at how many RUPArians you meet in those waters. Sprinkled among these events were the many RUPA events we enjoy.

All in all not a bad year, still have most of the hair, teeth and belts I started the year with. Now if I could just get this Medicare thing figured out..... *Noel*

RICHARD A. (DICK) KAUFMANN—2490

Burnwood Dr, Oshkosh WI 54902 ORD

Hello everyone, Just finished first year of retirement after nine years of practice retirement (out on a medical). They paid me fairly well all things being considered to play golf.

Had my second angioplasty in April. Despite severe sleep apnea, GERD, diabetes, and heart disease I feel great and my golf game actually improved a couple of strokes. Could be looking at A bypass in the future.

Donna and I went to Arizona in February and I made my annual trek to Las Vegas in March. Even bought an e-ticket on United. Spent the next seven months playing Golf Monday thru Friday (season is just about over now—November).

Donna's hobby is sometimes Babysitting some of our nine grand children. Looks like annual trip to Las Vegas in March and Hawaii In April next year. Check Enclosed. Sincerely, *Dick*

W.S. KOOPMAN—Fort Collins, CO

Jock: My birthday date and retirement anniversary date is January.

No news is good news!

Well, I did go over the handlebars on my trail bike, mild concussion and a separated shoulder. I was chasing after my grandsons. Darn, those little guys are fast and careless.

New address is PO Box 271279, Fort Collins, CO.80527-1279

New telephone: 970-226-0712

e-mail: WmSKoopmann@aol.com

"a moving target is hard to hit"

Thanks, *Koop*

THEODORE E. KRYDER—PO Box 712, White Pine, TN 37890

Dear Cleve, Still getting along without cable, dish or computer, Ha! Laura makes up for it with phone bills. I vowed last year to be on time with my renewal – well maybe next year.

All is well here; hope the same with you and yours. I did renew my Flight Instructor's Certificate that expired in 1973, and am doing some instructing at the local airport, kids like we once were (what's a tail wheel) – lots of interest also in multi and Instrument.

If any of the members with checkitis want to be legal again (I'll be easy).

Thanks, *Ted*

DON KYTE ('56 TO '88)—Ft. Myers Beach, FL

Dear Jock: A very active year for Jean and I. We bought a summer place on Lake Coeur d' Alene, Idaho near Spokane where I was born and raised. Spent all summer furnishing it and getting settled. I had to sell my homebuilt SeaRey amphibian to help pay for it, and 3000 miles is too far to ferry a small plane like that back and forth. I found that out graphically when I found a buyer just up the road in Sandpoint, Idaho and had to ferry it out to him. After 40 years of owning one airplane or another, it is nice not to have to worry about the expense of airplane ownership. I am so happy to have done all my flying when it was FUN. I am ready to buy an affordable boat. At least I can keep that at home.

Jean and I are reasonably healthy and I can still pass an FAA First Class physical if I cared to. My deepest thanks to you and all the other "folders and stuffers". Check in the mail to Cleve. *Don*

WILLIAM MEYER—Newport Beach, CA

Jock: postage sent couple weeks ago. I have been reading the info regarding pensions with great interest.

Doing quite a lot of fun flying, either instructing or formation in several different Stearmans and Wacos at the Corona airport. During the summer months several of us join up and fly out off the breakwater at LGB harbor to meet the USS Lane Victory as she returns to port in San Pedro on the weekend excursion cruises. We arrive over the ship in formation and do a couple flyovers then break off for some deck level flybys, followed by some

lightweight akro.

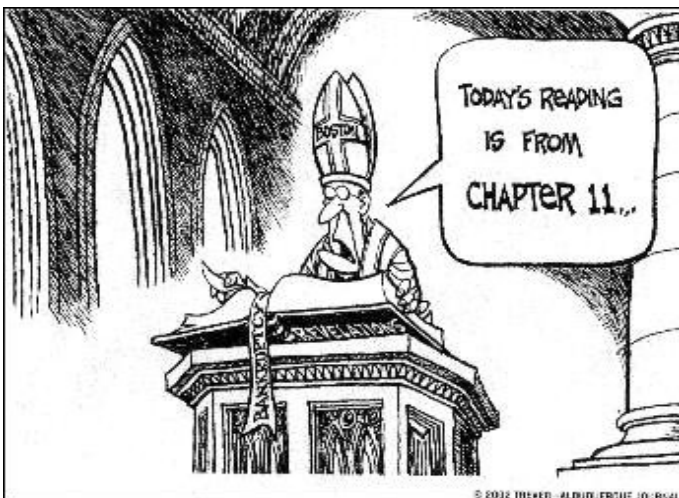
The people on board really enjoy it. One of the participating Stearmans is owned by the veteran Merchant Marine engine room docent, so we get the straight poop. Also was privileged to fly the 4th Bucker Jungmeister ever to fly, and the oldest still in existence (1936) last June at the 20th Annual Bucker Fly in at the Santa Paula Airport. Almost makes me want to throw rocks at mine, but not quite!

Attended a Stearman Fly in at Palm Springs Air Museum. What a class operation they have put together there. Very clean, well done throughout, most of the machines are flyable. It is well worth seeing when in the area. We enjoy the *RUPANEWS*, and let's all hope those pension checks keep on keepin' on! Bill@aerobat747.com

PAUL MILLER—1001 E. Lisburn Rd., Mechanicsburg PA 17055
46/79 DCA DC-3, 4, 6, 7, 049, 749, Viscount, B-727, DC-8.

Once again I have completed another year of retirement, now totaling 24 years. My completely new knee joints, installed last year are doing very well. I can now walk without pain, and I can walk up and down stairs normally. The new knees also straightened my bowed legs. When I said that I had never previously looked down a straight leg, I was advised that I should have never been doing all that running that I did – explaining that running on bowed legs is like operating a car with the front end out of alignment; the more you run the worse it gets. Runners take note.

Thanks for all the work on the *RUPANEWS*, check to Cleve. *Paul*



BILL MITCHELL—PO Box 3316, Half Moon Bay, CA 94019

Bill looks through the *RUPANEWS* when it comes but recognizes so few names anymore. A lot of years have passed since he piloted a plane. We're enjoying the weather here in California, they had snow a few days ago where we lived in Oregon and we sure don't miss that white stuff, but we do miss our friends. Perry Thomas and Les & Doris Shea stopped by to see Bill this summer and he was real glad to see them.

Our best to all, *Bill Mitchell & Norma Reagan*

JIM MORRELL—2989 Smith River Dr, Redding, CA 96002

Cleve: We finally got moved almost a month ago. We have been in a constant mess trying to find places for all our junk. We still got a three-car garage with room for only one car, plus boxes inside the house.

They are building houses on each side of us at the end of a cul de sac - a lot of red dirt and dust. I am not sure we will get any landscaping in before the rains come. So we will have to put up with red mud until spring. One thing for sure, everything is a lot heavier than it used to be.

We got the latest *RUPANEWS* with the correct address. Still haven't gotten the address correct with all the incoming mail yet.

Redding appears to be a pretty nice town. The people in the stores are friendly and helpful. It is growing, though, at a pretty good rate.

Thanks for your patience and help during our moves. *Jim*

ROGER NEILL—805 Wood Ave., Sumner, Washington 98390, '67-'93 SEA, ORD, DEN, SFO, LAX

Dear Jock: Hope this finds you feeling okay, and many thanks to you and the others for your efforts on our behalf.

I had a few medical incidents early in '03 (kidney stones & prostate) which were not serious but were enough to keep Dorothy and I close to home rather than having our usual winter jaunt southward with the truck and 5th Wheel. Our other attempts to travel later in the summer were thwarted by large forest fires (Glacier National Park) and high heat in Western Washington and Idaho. Got lots of overdue jobs done on the house and yard as a result.

I still volunteer once a week at the Museum of Flight. The new building which will house the former Doug Champlin Fighter Plane Collection is finished and the aircraft have arrived. This new building (called the "Personal Courage Wing") is slated to open on D Day, 2004. The other exciting news is that a BA Concorde will be added to our collection in early November. Too bad we lost out on the Boeing Dash 80 and the 307 Stratoliner, both of which went to the Udvar-Hazy Center of the Smithsonian at Dulles.

The news about our pension plan is unsettling, but thanks to *RUPANEWS* we are not totally in the dark. Keep up the good work. Cheers, *Roger*

ALVIN G. ORR—PO Box 305, Deerwood, MN 56444

Dear Cleve, I'll get my renewal money to you at least close to my birthday, Nov. 9th. On that day I'll be 90 years young and in quite good health, and hope to continue for a few more years.

I read all of the *RUPANEWS*, but now, there are only a few names I recall.

UAL is still a grand company and, to me, always will be. Sincerely, *Alvin*

KENNARD PERKINS—100 Mill Rd, N. Hampton, NH 03862

Hi Cleve and Pals, It has been 14 years and 11 days since my last landing (747) and my back is almost healed up.

My 1931 Stinson and my much younger wife are both in good shape. Our kids keep cranking out grandkids, three on the ramp, and one in the hangar. A lot to be grateful for.

Regards to one and all, *Ken*

JOHN & SHIRLEY PRESTEGAARD

Dear Jock: I can't believe it's that time already, but here is my "no news" letter and my check "is in the mail" to Cleve.

We had a good winter here in AZ and hurried back to IL early in May to attend my sisters graduation. She earned and was awarded a Bachelors Degree from Northern IL University a week before her 75th birthday. Took her awhile, but she sure has more ambition than I do.

I played a lot of golf this past year. That's not really news, but it lets me brag about shooting my age again. They were working on the course and had

all the markers up on the front of the tees, but it was still a "77" on a par 74 course and I counted every stroke, so I'm counting it.

Our only travels were 3 trips to Denver to visit our 2 daughters and their families. We drove all 3 times as we don't fly anymore unless we have to: Just too much hassle going thru security. I did fly down to Phoenix once this summer and I was practically strip searched and my carry-on bag also searched like I was a dope smuggler, both coming and going. I'm surprised the airlines have any business at all. Maybe I just fit the suspicious profile.

Other than the above our year was just routine. We are both in reasonably good health and enjoying our retirement. Our best wishes to all you other retirees out there and our thanks to you Jock and all your helpers who keep this organization going. You all do a great job and are much appreciated. *John*

ED PROSE 8400 Vamo Road, Sarasota, FL 34231 CG, ORD '40-'76

Hi Jock: Time for 27th anniversary letter and happy (sort of) to still be around to enjoy sunny Florida. A bit more difficult to get around, but eyesight much worse, as you can see, many typing errors.

State new law: All drivers after age 80 will take Driver test after Jan 1, '04. A bit concerned. No traveling except RUPA meetings at Fort Meyers, about 80 miles.

Thank all of you for a great News Letter. Wishing you all Happy and Healthy Holidays. *Ed*

EDGAR RIEHL—446 Theresa Drive, Boulder, CO 80303--SFO, DEN, LAX('46-80)

After another winter in the warmer climes of Florida, we had another enjoyable trip back to Colorado in which we visited a few more scenic areas that we had passed up on prior migrations. This has been a somewhat mixed year in our lives. On arrival home, we found much damage to our many trees from the unusually heavy snows of March, and then a wet snow in mid-May after the trees had leafed out caused further damage.

In early June, just as I was getting some of the damage cleared up and my garden underway, my lower back decided it had supported me long enough and layed me low for three full months, when an injection of cortisone in the right place finally relieved the pain (the first one failed to help), and I could once again stand erect and walk

normally. For the time being, and with the assistance of a back brace, I am mobile and can perform a few of my chores without pain, but with a back that tires much too easily. It is hard for me to sit and watch while someone else does my work, though several from our church have gladly taken on that task.

Our daughters and families treated us to a 60th Anniversary celebration, a week in Steamboat Springs, CO. It was great having the "kids" and grandchildren all together, and thoroughly enjoying all the diverse activities. The summer also brought each of the grandchildren to us for a week of bonding, but our fishing time together was non-existent.

I was saddened to hear of Claron Pratt having flown west. He was a real gentleman, a sharp pilot and a joy to fly with, and, also, as a hunting companion. On one such outing to the Western Slope, he was hurrying home to make up the Denver domicile schedules for the following month. As we passed through Granby, I casually mentioned that I had read that the Forest Service had opened the Corona Pass Road to automobile traffic (the pass is where the early railroad crossed the mountains before the Moffett Tunnel was completed). When we came to the intersection with that "trail", Claron surprised me by turning up that road with neither of us having any idea as to whether the road was really passable or whether it could be driven in his large station wagon. We made it, and though he got a later start on making up those schedules, they were completed on time.

And there was the passing of Wynn Coomer, who was in my "new hire" class in Denver in April-May 1946. With his passing, I think there are only three of us from that class still on the green side. Prior to our employment, we, and, John Carlson, had taken instrument flight instruction from the same instructor, a Mr. Green, and had all three flown our CAA rating ride the day before being hired by United. During our school, I came down with either the flu, or, food poisoning, and the doctor I consulted prescribed sulfa which took me off flying for a week. In the meantime, Chicago needed pilots and our ground schooling was cut short by a week, with the entire class being sent to the Windy City. It was two weeks before I could be fit into the flying schedule to get the other 1:30 of flight training required (in the meantime, two more classes went on the line acquiring seniority numbers ahead of me), but, I was happy to be sent to San Francisco instead

of Chicago. I flew out of there for a month, all trips being to Denver with long layovers, so spent more time at home with Ruth than at SFO--where I roomed in the Dog House. Sometime later, Wynn returned to the Denver domicile, and we spent the remainder of our probationary year flying similar schedules to SFO. For those of you who knew Wynn in later years, it will be hard for you to picture him shaking from head to toe in fear because he had learned that our Flight Manager was in town, and if he was in town, he would be flying back to Denver in the jump seat of Wynn's flight, and cussing him from start to finish. During that year, Wynn had to suffer through five or six such trips. I have no idea how I lucked out, but this boss flew with me only once during that time--two days before my year was up, and used no profanity other than one G-- D--- during the entire trip. He and Wynn became good friends later. I had the pleasure of attending a celebration of Wynn's life at the Buckley Air National Guard hangar during which his outstanding military flying was featured.

And, I can't fail to mention Gale Kehmeier, who flew west in September. I was not close to him, and only flew with him a very few times, but I admired the fact that he didn't settle for the Status Quo, and was always searching for a way to make flying more efficient. I feel that his forced early "retirement" was unjust. What happened to him at SLC could have happened to any of us--I had a similar incident happen in a DC-8 at about the same time, the difference being that I had a couple of thousand feet to get the engines spooled up (the last of which finally responded as we crossed the runway threshold). Rest in peace, Kay.

Ruth and I enjoyed the SFO RUPA convention. Went out a few days early and visited my brothers in Vacaville. The weather was great, though a stout wind came through with the front on Wednesday night blowing a bit of dust and chilling the air. That made for a crystal clear day for our tour of San Francisco that was narrated by a man who grew up there, so he took us to the most scenic and historic spots for outstanding photos, and filled us in with all the politics, etc. And, we found the Hiller Air Museum absolutely fascinating, from pre-Wright times to the Boeing Supersonic Transport. To top it off, I believe the food and service of the banquet was the best we have experienced with RUPA or our Military reunions. Thanks to those who planned the affair.

Tomorrow we are to fly to Myrtle Beach for a few days in a time share with our eldest daughter and her husband, who have been "full timing" in their RV for the past three years--taking occasional short vacations in various "Time Share" locations. A few days after our return, we will be starting our annual migration to Florida--this time by way of Lorton, VA, for Thanksgiving with our youngest and her family, and without our trailer in tow for the first time. We'll have to learn to travel a lot lighter than in the past.

Thanks to you, Jock, and to all the folders and staffers who make the *RUPANEWS* the great publication it is. Your efforts are greatly appreciated. Check to Cleve via Snail Mail. *Ed*

“SUSIE” (SYBIL) BRUCK ROBERTSON—

(a/k/a “N. Specter II “ on the website)

Dear Cleve: Enclosed is my check for membership renewal dues. To you and others who work so diligently on the RUPA site, committees for membership, stuffing, conventions and all, I send a hearty thank you.

As a former Braniff flight attendant from the Wright brothers' era of flight (really from the DC-3, Convair, and up to the Electra age) and one who's presently a voluntary furloughed UA flight attendant, I have witnessed the tremendous changes in the industry. As a crew member, be it a pilot or flight attendant, this is still the most wonderful career one can have. To travel to destinations beyond the reach of most citizens; to have a job where, when you leave the aircraft, you leave your troubles on the plane and not take them home with you; to meet interesting people during the working flights or layovers; to, in essence, be your own boss while working... and having few, if any, peering eyes watching your every move; to expand your interests in books/arts/museums and whet your appetite for more knowledge.....all of these things make for a marvelous job, one unlike any other and a job enviable by most people. We can be thankful we have had such a life.

On another note, I cordially invite the RUPA members to our former Braniff F/As website. One of your retired UA captains designed the website; I help with the data base. I think your members will enjoy, if nothing else, seeing pictures of our Pucci and Halston uniforms, as well as seeing the Braniff aircraft flown, and reading about some of our history on still another link. In October of this year

we had our reunion. Over 350 people attended. More pictures from that event will be forthcoming on the website. www.clippedb.org *Susie*

BERNARD SCHWARTZMAN

Dear Jock: Yes, the check is in the mail. Retirement is fun providing we survive the bankruptcy. The Social Security Poker Club has monthly meetings in the Virginia or West Virginia area so we keep up with the latest news from United. E. K. Williams keeps everyone up to date. He also donates a few good dollars to the cause on occasion.

In January Bonnie and I were in New York for a family affair. It was good to see relatives, some of whom survived the WTC catastrophe.

In May I survived almost being swept over the dam at Smith Mountain Lake while fishing for Stripers. The wind gusted at times over 50 KTS and the trolling motor couldn't hold us. When the guide went to start the engine he thought we had fouled the prop with one of the fishing lines. Fortunately he was wrong and we were able to start up and leave. The five of us said our grateful prayers and returned the next day to another location on the lake.

In June we went to Boston for a week and stayed at the Custom House. We had a great time touring and digging up Bonnie's ancestors. They came to the America in 1635. We topped off the stay by attending a Boston Red Sox night game. Too bad they didn't get to the World Series.

September was Yakutat again. E.K., Jim Foster, Frank McKenzie and I along with three others had another great salmon trip.

In October it was RUPA time. E.K., Bonnie and I had a great time. Bonnie and I even spent a day with John and Sharon Candelo in Napa. They are wonderful hosts and it was good to have fun and reminisce old times in the Navy.

After one day's rest after RUPA, Bonnie and I were off to London for a week with our friends and neighbors, Dave and Kathy Gregg. We had another great time with excellent weather, good food, beer and scotch and lots of touring. My only disappointment was in not seeing any United pilots at the old haunt of the Leinster Arms. Even Olive was not there.

All that's left of this year is hunting and holidays. Bonnie and I wish every one a great and healthy 2004. *Bernard*

STAN SMILAN—stansmilans@aol.com
Cleve: Just returned from New Orleans. We attended a reunion of the U.S.S. *Bairoko*. Fifty years ago I was an Air Force 2nd Lt. with Joint Task Force 7, aboard the *Bairoko* at Bikini Atoll; and, got to witness a 17-megaton H-bomb detonation, on 1 March 1954. We were 31-miles from ground zero. The blast vaporized 2-million tons of sand and coral from the rim of the lagoon, and the *Bairoko* was caught in heavy radioactive fallout. Twenty-one categories of cancer are presently stipulated in Federal legislation as presumptive for onsite participants.

For anyone interested in more information about the 1 March 1954, Bravo-test - the largest U.S. H-bomb detonation - there is a recent book: *Brotherhood of the Bomb*. And, for those individuals who worked so diligently to make United a smoke-free airline, I would also recommend *Day of Two Suns*, by Jane Dibblin as must-reading.

If anyone out there in RUPA-land actually takes the time to read these books, would they please drop me an E-mail message and explain to me why nuclear weapons are not classified as chemical weapons and banned under the 1925 Geneva Protocols. Ida and I will probably skip RUPA's Alaska cruise in 2004; I still haven't gotten over the trauma and shock of my three days at sea on the *Bairoko* in 1954. Here's a health-tip for retired pilots living within a 50-mile radius of a nuclear power plant: In addition to your supply of Imodium, keep some potassium iodide tablets handy - if taken more than two hours after exposure to radioactive iodine, they're ineffective - even if you're dining in a no-smoking section of your favorite restaurant.

Stan

BOB SOERGEL—Saratoga, California. DC-3-4-6-7-8-10, B720-747, Connie & Viscount. DCA-SFO-LAX-SFO. June 1950-Jan 1987.

Happy Holidays to all, with the hopes that 2004 brings peace to the world and success to UAL, and the future to all of us!

I have been in the SFO Bay area since 1967, and each new office holder at UAL came to SJC with the "pep-talk" that "San Jose is in our future" They spent many \$\$\$ to get the SJC-SEA award, but Cont got the nod, much to their sorrow. Then, when Dick Ferris' deregulation became a fact...no interest in SJC-SEA.

From the start of SJC-HNL service, I flew many flights in the DC-8/10, full both ways, EXO, now WHQ, stopped those flights (no profit, because full flights don't show improvement). American now serves SJC-HNL, B757/767's and also Tokyo non-stop in 777's!

Will the new "TED" try to compete with B737's, like Aloha is doing out of OAK? San Jose is a gold mine and should be treated better than a second-class citizen. If properly marketed AND serviced, the rewards will be overwhelming! And while they are at it, tackle Southwest at the knees and make them cry "uncle"! Missing SJC was similar to "the poor judgment" of the \$18,000/mo. apartment in Chicago "so the press couldn't hound me"!

Suggestion: Dust off those B747-400's from the desert and take back "our little corner of the world" and include SJC in the big picture! I know you read the *RUPANEWS* WHQ, use the talent that made UAL THE WORLD'S LEADING AIRLINE before.....you fill-in the blank!

San Jose is the second-largest city in the state of California, with two new, smooth runways as long as SFO's. Think about it! *Bob*

Nice try, Bob, but management studiously avoids suggestions from the workers - or former workers - like the plague. They also monitor the United Pilots' Forum, which has contained manifold money-making suggestions - talk about casting pearls before swine (I refer to the waste of value, not management's attributes or proclivities.) Ed.

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

Cleve: On time on my birthday. Enclosed is two years' postage, so I'll be early next year.

Can't believe the 80° weather in October in Chicago. We can spend the winter here by the pool. Actually, we want to rent a place in Florida for a respite when the snow comes.

Seventeen years have passed and still scooting along.

Best to all the *RUPANEWS* workers. *Dee & John*

MIKE YOUNGQUIST—20502 Island Pkwy E., Sumner, WA 98390

Hi Cleve, Thanks for your effort. This newsletter is great. Two years into retirement and how the time is flying by. Whoever invented retirement is a gen-

ius. As long as the checks keep coming (here we insert a little prayer) we'll keep whooping it up. 2003 was full and 2004 is filling up fast. There's lots of travel. We have a 40' Bayliner that we spend a bunch of time on. We took it to Prince Rupert, B.C. for a month this summer. We also spent a month last spring in Europe doing the eurail pass thing. What fun not to have to make it back for a trip.

Air travel, as you all know, is basically, a pain. But, they do have those automated check in computers now (*EasyCheck-in*) and we think they're great. Never any major wait and once you're through the idiotic security check you're home free. Still, we're finding it more fun to stay home. I really feel sorry for pilots in general these days. For a crewmember, just going to the bathroom in flight is such a big deal they must have to start planning for it in dispatch.

Our oldest daughter ran in the Chicago marathon in October and qualified for the US Olympic trials in St Louis on April 3, 2004. Needless to say, we are very proud and not even a little bit hesitant to spread the word. Hopefully, we'll be making plans to go to Athens.

Happy Holidays to everybody. *Mike*

IN MEMORIAM

EDWIN M. EDWARDS

Of Menlo Park, passed away peacefully at his home on November 4, 2003, at the age of 97. As a young man, Mr. Edwards attended U.C. Berkeley. He helped pioneer the aviation industry by starting his career with Pacific Air Transport in the 1920's, becoming a dispatcher in the 1930's, when four of the then existing airlines merged to create United Airlines.

Eddie retired from United Airlines in 1971 after 40 years of service.

Eddie was born in Fargo, ND in 1906. He married the former Lucille (Penny) Zubiri (née Centlivre) of Pierce, NB and subsequently married Jean A. Bailey (née Stratton) of San Francisco.

In retirement, Eddie remained devoted to his family, enjoyed traveling the world, and was an avid golfer. He was chairman of the Palo Alto Senior Men's Club, was a member of the Retired United

Pilots Association, and was honored with the President's Award for inspiration and leadership by Branch 5 (Palo Alto) of Sons In Retirement.

Eddie is survived by his two children: Jane Edwards of Menlo Park and John Edwards of Eagle, CO; his step-son and wife Mr. and Mrs. Bruce Bailey of Cupertino; son-in-law Lincoln Morita of Marin; his nieces and nephews Mr. and Mrs. Edwin B. Edwards of Carpentaria, CA, Ms. Evelyn C. Edwards of San Pedro, CA, and Mr. and Mrs. Brian D. Edwards of Emerald Hills, CA, as well as five grandchildren, four great nieces and nephews, and four great-grand nieces and great-grand nephews. Eddie was predeceased by his beloved wife Jean, his loving step-daughter Marilyn Morita, and two brothers, Brinton Edwards and Philip L. Edwards. Eddie also leaves behind many wonderful friends. In lieu of flowers, memorial gifts may be made to Pathways Hospice Foundation, 201 San Antonio Circle, Suite 104, Mountain View, CA 94040.

TROY EPTING

Capt. Troy Epting flew west peacefully in his sleep September 18th in Seattle. At Troy's request there was no formal service, sad songs or long faces. He wanted you who knew him to remember the good times, escapades and experiences you shared together. To quote one of his favorite sayings, "Be happy, live life to it's fullest and don't drink anything that isn't single malt!". In keeping with Troy's wishes, I would like to share some information about his early life and recount my special memory of a great guy...

To me, Troy was Mr. Enthusiasm. His was infectious, inescapable and all encompassing. If he took up a task or hobby, he gave it all his energy and attention.

When he was a young boy growing up in Hawaii, he observed some biplanes towing banners and made up his mind then and there that he would become a pilot. He got his license on his sixteenth birthday. This was in 1943 and WW II was in full swing. His next big move was to follow in his father's footsteps and join the Navy. How he managed to go from the Navy to the Army Artillery is another story, but Troy did it in time to be in the Korean War. His next war zone was flying MAC to Vietnam with UAL. His last war was the Ferris-Ferg conflict of 1985.

I think there were only four women in his life;

Millie, Flying and his daughters, Erin and Lezanne. Of course the flying was a virtual harem in itself. At one time he had his own flight school and ferry service, and he flew nine different airplanes during his career at United. Millie said, "Troy would rather fly than eat and he LOVED to eat!". His other interests were sailing, good stories, jokes, parties, his many friends and their house on Bainbridge Island.

I found it rather poetic that Troy's retirement flight in 1987 was back to Hawaii, the place where his story began. The flight took place in the good old days when we still had the SEA-HNL-SEA run with a long layover at the *Seaside*. Troy and Millie graciously invited the whole crew to join them at a beach-side hotel to watch the entertainment and the sunset. It was the perfect setting for the occasion, and we were all touched by the warmth and affection which they showed each other.

The return flight the next evening was a riot. We got Troy out of the cockpit on a ruse and then locked the door. He had to make a trip around the cabin stopping at each door where a flight attendant presented him with a flower lei and a big kiss. The passengers loved the show. By the time he returned to the cockpit he was covered in lipstick and you could barely see his head above all those flowers. We were the object of some rather colorful adjectives and even some death threats! In spite of all the distractions, Troy still made a perfect landing. I remember it well. *Vince Young*

WILLIAM HEDDEN, airline captain, decorated B-17 pilot in WWII.

A memorial service for William Russell Hedding of Basking Ridge was held on Saturday 16 November in The Presbyterian Church of Westfield, 140 Mountain Ave.

Mr. Hedden died Saturday, 9 September in Morristown Memorial Hospital. An airline pilot for United Airlines for 36 years, he began his career as a DC-3 pilot and retired in 1981 as a Boeing 747 captain.

Mr. Hedden served in the Army Air Force during World War II. Stationed in Lavenham, England, he was a B-17 pilot, flying 35 missions over Germany, and was awarded the Distinguished Flying Cross, the Air Medal with Four Oak Leaf Clusters and the European-African-Middle Eastern Service Medal. He was an active volunteer at Overlook Hospital, Summit, and a member of the American Legion

chapter in Westfield.

Born in Orange, he lived in Westfield before moving to Basking Ridge in 2000.

Surviving are Constance, his wife of 60 years; sons William Jr. and Robert; daughters, Jill King, Jan Hedden, Jody Nelson, and 11 grandchildren.

EARL MEYERS

My dad, retired PCA, Capitol, United Captain Earl Myers, locked the tail-wheel, brought the power up and flew west Sept 14, 2003 at age 90. He enjoyed an airline career which spanned tail-wheels to jumbo jets. He was hired April 24 1938 after three trips around Hoover Field Wash D.C. in a Boeing 247 and retired March 26 1973 flying DC8's in Washington.

He loved flying, the airline, and the people associated with both. During his 30 yrs of retirement he built four airplanes and enjoyed flying them all.

His favorite was a Starduster Too.

He stayed in the Washington D.C. area until moving to Daytona Beach Florida in 1983, where he is survived by his wife of 58 years, Tootie. To all of you who knew and flew with Earl he wanted you to have his best wishes and smiles to you.

Chip Myers 777 Capt DCAFO

PATRICK HALE NUGENT SR., 74, of Ar-buckle died Oct. 28, 2003, at his residence.

Born in Gridley, he was a longtime Mid-Valley resident and a 1946 graduate of Gridley High School.

He joined United Airlines in 1955 and completed a 32-year career, including as a flight engineer, co-pilot and captain. His career also included working as flight manager of United's San Francisco area in 1975 with later postings in Washington, D.C., as director of flight operations at National, Dulles and Baltimore airports; San Francisco as director of flight operations; and Denver, Colo., as vice president of flying and training.

After retiring, he developed a 60-acre almond orchard. In addition, he had coached Little League, was president of the adult literacy program's governing organization and on the board of directors of the Arbuckle Golf Club.

He was a merchant seaman before receiving an associate's degree from Yuba College in 1949, attended Hastings Law School and served in the U.S. Air Force at Itazuki Air Force Base in Fukuoka,

Japan, as an all weather fighter interceptor pilot in the 68th Fighter Interceptor Squadron.

Survivors include his wife of 50 years, June Nugent of Arbuckle; a son, Patrick Hale Nugent Jr. of College City; a daughter, Jo Nugent Van Amburg of Glendale; a brother, Arthur Lee Nugent of Visalia; and two grandchildren.

He was preceded in death by a sister, Mary Jo Nugent.

Donations may be made to the Colusa Regional Medical Center Home Health Agency, 199 E. Webster St., Colusa, CA 95932.

MARY CAROL RYMER

Wife of Capt. Jack Rymer, passed away on 9-10-03 at John Muir Hospital, Contra Costa, CA as the result of an accidental fall. She is survived by her husband, her daughter Bonni Schumann, sons Mike and Chris, six grandchildren and her brother Bob Pringle. In lieu of flowers please send contributions to the Arthritis Foundation, 6657 Mission St., #60, San Francisco, CA 94105.

CHARLES STEWART

My father, Captain Charles (Charlie) Stewart passed away September 3, 2003, and was a member of RUPA. Please let me know if you need more information.

Regards,

Chuck Stewart (son & pilot for US Airways)

DON STOVNER

On October 30th, my husband Don (Smokey) Stovner died of a heart attack in our home in Las Vegas, NV. He was retired for only 5 years and enjoyed getting the information on what was happening to a lot of people he flew with at United in the 41 years he was with the company and the 31 years he spent flying. Leaving the 747/400 (LAX) was like leaving part of him behind.

I would like to retain RUPA membership if possible.

Sincerely, *Carole L. Stovner*

ROBERT S. WEIMAR SR.

Bob died October 28, 2003 at Olympia, Washington. His wife Marlette and children were at his bedside. He was hospitalized in Olympia when he left us. Marlette has asked me to inform his friends and co-workers of his passing.

Bob was stricken with a rare form of leukemia in 1997, called AML. At that time, the doctors gave him 3 months to live. With a special type of chemotherapy that the doctors tried with Bob, he went into remission for 6 years. This past summer the leukemia returned. In its new form, it is called myeloma fibrosis, another one with no hope. Bob's daughter Molly, an RN, searched the internet, and found that the Mayo Clinic in Scottsdale is doing research on this particular leukemia, and had had promising results. Bob was one of the 35 patients selected for a new treatment for the ailment. He made the trip from Seattle to Scottsdale to be in the treatment at Mayo, but was already very weak. When he returned to Olympia, pneumonia had set in. The medicine for the pneumonia and the medicine prescribed by Mayo clashed, so he had to discontinue the prescribed medicine, and the medicine for pneumonia was to no avail. Bob was a Christian and is now with his Lord.

Bob and I go back many years to our days in the Air Force. He was a couple of classes behind me in pilot training. Our last tours were together at Fairchild AFB in Spokane. He went to United from there and convinced me to go also. He was so proud of working for United, and even kidded that he would've flown for nothing.

When Bob flew to Scottsdale 2 weeks ago, October 14th, Jeanette and I went out to see him and have dinner together. We kind of wondered how he was managing to get around, and that happened to be his last trip down here to Arizona.

Bob will be missed; he was a very dear friend.

With sadness, *Frank Soare*

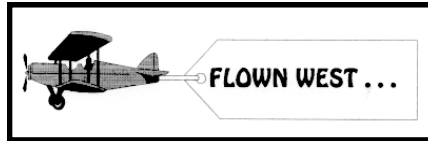
GERALD G. YERDON

It is with deep distress that I inform you that I lost my Jerry on October 12. He was the light of my life. As I always said, he had rather fly than eat! We had 34 marvelous years together.

Jerry's memorial service will be held at the Wicomico Episcopal Church on November 22, his birthday, and his ashes will be spread on Barrett Creek. Services will be at 4:00pm with a reception following in the Parish Hall.

Affectionately, *Nancy L. Yerdon*





JAMES B. KOZLOWSKI*	6/17/03
DAVID W. DUKE*	8/11/03
JOHN R. DONAHUE*	8/16/03
JOHN F. CORDELL*	9/1/03
ROBERT W. BURDICK*	9/2/03
CHARLES STEWART	9/3/03
EDGAR Z. DOUDNA*	9/7/03
EARL H. MYERS	9/14/03
TROY EPTING	9/18/03
GERALD YERDON	10/12/03
PATRICK H. NUGENT	10/28/03
ROBERT S. WEIMAR	10/28/03
DON STOVNER	10/30/03
EDWIN M. EDWARDS	11 /4/03
WILLIAM HEDDEN	11/9/03

** 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 or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant CC, Stuart* 561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*Briarwood C.C., Sun City West, AZ* 480-948-1612
3rd Tue. DEN Good Ole Boys— 11:30am *American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-896-8821
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736
3rd Tue. Dana Point CA—*Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—*Hacienda (Even Mths) Billingsley's (Odd Mths)* 310-821-6207
3rd Thu. Ohio Northcoasters—*TJ's Wooster (Always coed.)* - 440-235-7595
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—*Westwood CC* - 540-338-4574

Deadline: January 21, 2004

Mailing: February 4, 2003



PERIODICALS

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