



# RUPANEWS

**Journal of the Retired United Pilots Association**

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## PRESIDENT'S MESSAGE

Fellow RUPArians, As many of you know, we have lost a key player in the RUPA organization. Jock Savage flew west early in the morning on the second of February. Jock was a tireless advocate for the common man, with a deep sense of what is right and fair. He will be sorely missed as our editor for his intellect, dedication and hard work. Ted Larusson has bravely stepped forward to be our new editor and will begin with next month's issue.

Absolutely nothing has been settled concerning our medical costs at this writing. Initially the company asked for volunteers to step forward to be on a committee to negotiate for us. The United Retired Pilots Benefit Protection Association (URPBPA) successfully petitioned the court to have two committees represent the employees of United, one for the pilot group and another to represent the rest of the employees. The judge was also suspicious of United's committee selection process, so much so that he wrote his own comprehensive questionnaire. After reviewing his questionnaire, I am confident we will have negotiators who are experienced in dealing with the company and very knowledgeable with the issues. My only concern is with the company; typically they issue an ultimatum with no room to negotiate.

The company has stated they would like to exit Chapter 11 by the end of June. If that is true and they turn our pensions over to the PBGC, they will have to make an announcement 30 days prior, or at the end of April. We all have seen what the PBGC did to the plan at US Air; underpayment is the word, and they don't have to make any corrections for three to five years. The best scenario for us is for President Bush to sign HR3108, the Pension Reform Bill. If you haven't called the White House Comment Line do so now. The number is (202) 456-1111. Tell them you want the President to sign HR3108, or email him at [President@WhiteHouse.gov](mailto:President@WhiteHouse.gov). You can call or write more than once and stuff the ballot box. IF YOU WON'T FIGHT FOR YOUR PENSIONS, WHO WILL?

The members in attendance at our Convention last October voted to support a partnership with the National Air and Space museum to fund a panel honoring RUPA members. This is a unique opportunity for all RUPA members to support the museum. An article in this issue goes into greater detail.

Don't forget the RUPA Cruise to Alaska this September. If you haven't booked yet, do it now, it's a great way to keep in touch. It's a lot more fun to go on a cruise with a group of your friends. That's it for now.

Fraternally, *Rich*

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## JOE CARNES NW ILLINOIS LUNCHEON

The Joe Carnes NW Illinois RUPA met for lunch on Jan. 13, 2004 at the *Warsaw Inn* in McHenry IL. Lunch was good and the company great. Bob Kelly announced that the first Joe Carnes Scholarship for \$1000.00 would be awarded this spring. This trust has grown to over \$20,000.00. Milt Jensen again was our MC, and again enjoyed by all.

In attendance were: Jerry Anderson, Willie & Lois Anderson, Don & Joan Anderson, Leroy & Eva Bair, Ken & Muriel Bergsma, Dale & Glenys Bird, Bob Bowles, Tom Boyle, George Bramm, Bruce Carey, Tom & Barbara Conley, Denis & Sandy Darida, Roger Ehm, Denny Fitch, George Foxe, Marty & Sylvia Gallagher, Ed Gunderson, Jim Hanson, Dave Harris, Joe Hart, Tom Harvey, Bob Helfferich, Buck Hilbert, Ed & Geri Hoffmann, Milt & Ina Jensen, George Keller, Bob & Carolyn Kelly, Pete Kidera, Dick Kuhn, Bob & May Lamothe, Doc & Dee Manny, George & Jacquie Mathes, Jim Mccusker, Tom Morton, Steen Munter, Fred Myer, Warren Nelson, Claude Nickell, Bob Porter, Ken & Shirley Peterson, Matt Poleski, Ray Potsic, Maggie Proctor, George Pylawka, Armand Ravizza, Bernie & Rachel Sterner, Jim & Peggy Stuntz, Sid Tiemann, John Wade, Lyman Walter, Tom Wedel, Paul Wember, Jerry Westfall, Leo Wiendenfall, and Rob McCutcheon.

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## CHICAGO AREA LUNCHEON

Chicago area group met at the *Itasca C.C.* on Wed. Feb. 4, 2004. We had 50 people in attendance. Milt Jensen did his usual fine job as M.C. and kept us well entertained. Cliff Sanderson was in attendance and spoke to us concerning recent events--needless to say there were many questions and discussions.

The Chief Pilot, Capt. Bob Jordan (ORDFO) had given me some info that I think you will find interesting, which I passed on to the group. UAL stopped the furloughs of Pilots at 2,172 thereby saving approximately 500 furloughs. No recalls on the horizon at this time. There will be 70 Capt. and 44 F/O bids mainly in B777 and 767 aircraft. He also said they were trying to set up a negotiating team for Retiree Medical premiums.

Those in attendance: Lois Benedick, Ernie & Loraine Burmeister, Bob Blackwell, Jim Bone, Duane Buck-sath, Al Ciciora, Norm Clemetsen, Inge Sierks, Bill & Bert Depner, Bud Diedrich, Dale & Pam Dopkins, Jerry & Judy Drommerhausen, Tom Faising, Paul Ferguson, George Foxe, Ed Gunderson, Lou & Mary Gust, Joe Hart, Al Herbst, Fred Hodge, Jack Hudson, Bill Irwin, Milt & Ina Jensen, Bob Johnson, Bob Leonard, Karol Marsh, Hank Maxwell, John Organtini, Ray Potsic, Jim Richardson, Cliff Sanderson, Carl Sandquist, Hank Sheldon, Bud & Jeryln Solberg, Bernie & Rachel Sterner, Ed & Lorene Stickles, Bill Thompson, and Sid Tieman. *Bernie Sterner* [berniesterner@comcast.net](mailto:berniesterner@comcast.net)

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## DANA POINT LUNCHEON

The Dana Point RUPA Luncheon was held January 20, 2004 at the *Wind and Sea Restaurant*, Dana Point Harbor.

Beautiful day at the Harbor. Several of the lively group are showing up so early we may have to make this a breakfast meeting. Must be the yearn for some "Airplane Talk" after going through all the "Joy of the Holidays" talk.

On Deck under the blue umbrellas were: Park Ames, Carlos Bernhard, Pete Hansen, Al Hooper, John Callahan, Ed Judd, Jim Keeshen, Earl McKenzie, Bill Meyer, Bill Rollins, Ted Simmons, Tony Testa, John Grady, and John Healy. John Healy recently joined our group from ORD. He retired in 1980. Welcome John!

John Callahan, Tony Testa's friend and neighbor, is our in-resident visitor. John has a background that includes some 38 aircraft types. He can take us back with history and see why many of us got our love of flying. John brought up Tex Johnson's "infamous roll" of the first 707. The "Dash 80" is a 376-80 which became the 707. Tex made a "Roll" while flying over Lake Washington, WA during a Hydro Foil race. The Chief Test Pilot was able to get away with a lot on a TEST Flight.

Earl McKenzie related that he and Bill Witlow are enjoying working as Docents out at the museum at March Airforce Base. Hours are 9-5 Mon -Fri.: hours longer on week-end. Our boater and fisherman, Bill Rollins, confirmed that the big Grey Whales are now passing through our area on the way to Scammons Bay, Baja. Summer is on the way.

Conversation got around to P-51 and I was relating my little story on how I almost got to fly a P-51 back in my crop-dusting days. Got hired in the afternoon to do some cloud busting and seeding with silveriodine. Seems the seeding started vertical developing clouds to go to rain rather than go the hail stage and wipe out crops. I was flying the T-6 and another pilot had the P-51. Business was good and the boss said he had another P-51 and ask me to go pick it up in Denver. The other pilot and I took-off for Denver, and I got my cockpit check out. Great! However we had a mechanical delay and could not get right back. One fair sized CB came in that day and hailed, wiping out the main farmers Spinach and Lettuce crop. No more contract, No more P-51, and back to dusting for me.

Ed Judd picked up on this and related how ten years ago his brother invited him to meet at Oshkosh. He declined, busy. Brother said you got to come! Ed said maybe another time. His brother asked Ed if he still wanted to fly a P-51. Which of course Ed said yes anywhere anytime. Brother said see you at Oshkosh. He had a gift of 1 hour in a two seater P-51 Stallion for Ed. Ed said the flight was everything he wanted

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and more. The flight was longer than just 1 hour including low level high speed across Lake Winnebago, all kinds of aerobatics, and climaxing with a high speed fighter pilot pitch out and landing. Tower was even able to let them do a couple more landings. What a Wonderful gift!

Tony Testa related that Winston Churchill's parrot is still alive and well and is very outspoken, giving some choice words about Hitler. The Parrot is 104. Regards, *Ted*

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### **DANA POINT LUNCHEON**

February 17, 2004. First order of business was to get the word out to all the troops who hadn't heard, of the passing of our late editor, Jock Savage. Condolences to Jock's family and to all the SFO area retirees who worked along with him in putting out our fine *RUPANEWS* magazine. We know we're all headed down that same road, and it's just a matter of time for each of us. But for even those of us who did not know Jock personally, a man so involved with his fellow retirees will be sorely missed. And so, we carry on!

Once again, today's luncheon was held under "Wintry Cool" (70° F), sunny skies in South Orange County, CA. A goodly number of 18 UALers and 2 regular guests enjoyed the pleasant atmosphere and great food and service at the *Wind and Sea*. Judging from the animated conversations and table-hopping which was taking place, you'd think these guys hadn't seen each other for some time, or that they in fact, genuinely enjoyed each other's company.

Jokes and stories abounded and provoked laughter regularly, and all-in-all everyone seemed to agree they were glad they had attended. We added a few new faces of people who had not previously joined us at Dana Point; and we welcome others who wish to partake in the wonderful ambience provided by these surroundings.

Those in attendance were: Ed Ahart, Park Ames, Barney Barnhouse, Carlos Bernhard, Bruce Dunkle, Bob Fuhrmann, John Grady, John Grant, Jim Grosswiler, Pete Hansen, Jack Healy, Rick Hoefler, Ed Judd, Jerry Meyer, Bill Rollins, Glenn Schwarz, Tony Testa, Joe Udovch, and our regular guests: Harry Bowman (ex-Reeve) and Jim Keeshen. Missing and missed: our regular coordinator, Ted Simmons, who was out of town on family emergency business. Cheers! Your faithful and humble scribe, *Joe Udovch*

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### **DENVER GOOD OL' BOYS**

The February meeting in DEN occurred in weather that was almost too good to hope for, which also probably occasioned the good turnout. As usual happy hour was a rousing success, and the bell sounded at 12:00 on the dot.

The boring business meeting was begun with the usual feeble attempt at humor. Something having to do with a dispute between a husband and wife relating to who would leave the warm and conjugal bed to brew the a.m. coffee. The wife thereupon invoked the ultimate source (the bible) when she pointed out that it was written therein that the husband was given the duty of making the aforementioned life sustaining sustenance. She pointed out that there is an entire chapter titled "Hebrews."

Capt Dick Shipman introduced his guest, current UAL pilot, Sherry Harriman. By unanimous agreement, Sherry was proclaimed to be an honorary Denver Good ol' Boy. Bob Ashworth brought guest, Bill Arcamuzi, Continental Retired, and we tried, and hope he was made welcome in our company.

Jim Kranso gave an update relating to the status of our attempts to make input with the bankruptcy court overseeing UAL's case. He mentioned that the bill having passed both houses of congress has been assigned to a conference committee, and we should be hearing more in this regard shortly.

Color prints of the 'new' UAL mainline paint scheme were available. At some point somewhat after the victualizing and fertilizer slinging, the meeting adjourned.

Those in attendance were: Terry Terrell, Bill Matheney, Bob Dietrich, Barry Edward, Bob Ashworth, Bill Arcamuzi, Mike Williams, Bill Hanson, Dave Murtha, Bill Fife, Dick Garbrick, Bill Hoygaard, Dick Ship-

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man, Sherry Harriman, Bo Sannwald, Jim Hixon, Al Snook, Cliff Lawson, Jim Krasno, Curly Baker, Hal Krause, Rich Madson, R.O. Stewart, John Thielen, H. W. Reid, Russ Ward, A.J. Hartzler, Ted O'Malley, Gerry Baker, Bob Clipson, Tom Gordon, Hal Meyer, Pat Murphy, Craig Johnston, Jack Turner, Charles Fellows, George Maize, Jim Goode, Bill Treichel, and the scribe and coordinator, *Ted Wilkinson*

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### **LAS VEGAS HIGHROLLERS**

Clyde House (702) 896-8821 [clydie747@cox.net](mailto:clydie747@cox.net) The January luncheon of the HIGHROLLERS convened at *Memphis Famous Barbeque* on January 20. After all the latest information, gossip, and scandal had been cussed and discussed we settled down to good food and good companionship.

We sorely missed Lyle Miller who was in the hospital with back problems and Sharon Gravert who was keeping watch on him. All signed a get well card which was delivered shortly after lunch.

It seems everyone was interest in the goings on in the company and seeing just where they will KICK us next. After conning the 2,500 flight attendants into taking retirement with the promise of reasonable insurance they almost immediately turned around and reneged on that promise. It seems to me, and a lot of others, that corporate management just can't tell the truth and that the least able to complain are left with little or no support. Thankfully RUAEA is taking a stand for ALL retirees in facing the company with the idea that maybe it isn't as necessary as management thinks it is to lie and cheat the ones who had a hand in building the company. Of course the AFA is going to bat for the flight attendants and I understand that IAM is working for the mechanics, and of course ALPA wants nothing to do with the retired pilots. Maybe a deal was cut somewhere??? Sure hope it doesn't bite them in the gluteus maximus some time in the future.

The previous is my diatribe for the month and with that here are the lovely people who were in attendance at our January luncheon: Andy & Dawn Anderson, Bill Balboni, Bruce & Peggy Dunkle, welcome to our gathering, Bruce Barton, Marlene Brown, Walt & Joan Holland, Dick & Nancy Boston, Newcomer snow birds and welcome--Jerry & Susanna Johnson, Rod Lyons, Ron & Jan Kakaldy, welcome back--Dave & Bonnie Munyon, Kathy Mattern, Hal & Shirley Morris, Jim & Joan Sieger, and yours truly Clyde House without Marie as she was in SFO completing her annual FAA recurrent training.

Again, an open invitation to snow birders and newly transplanted Las Vegans to join our group, *Clyde*

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### **LAS VEGAS HIGHROLLERS**

CLYDE HOUSE (702) 896-8821 [clydie747@cox.net](mailto:clydie747@cox.net) February turned out to be a celebration of Bill Balboni's 80th birthday which actually occurred at the first of the month. A short update on the status of the airline and a letter to CEO Tilton which was pretty well telling it like most everyone seems to believe was circulated. This was written by a retired CS agent from Seattle and really is well written. It has been on the internet and was downloaded by some of the LAS faithful. The following were in attendance for the get together. Andy & Dawn Anderson, Dick & Nancy Boston, Bill Balboni, Bruce Barton, Barry & Ruth Dixon, Barrie Folsom, Jerry & Susanna Johnson, Ron & Jan Kakaldy, Gene & Mary Lamski, Rod Lyons, Kathy Mattern, Hal & Shirley Morris, Dave & Bonnie Munyon, Dick & Cate Newton, Tim & Marilyn Parker, Lloyd & Donna Lee Whitlow, and yours truly Clyde House with guest Karin Blombeck; a police woman visiting Marie and me from Sweden.

Same time, same place next month!!! See you there. *Clyde*

#### **United Airlines Historical Foundation**

Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos  
7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537



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## SAN DIEGO LUNCHEON

The San Diego group now meets at the *San Marcus Country Club* (second Tues. of the month). In attendance were: Bill Wieland, Peter Moyer, Bob Harrell, Don Trunick, Karl Runkle, Hugh Wilson. Bob Bowman took the day off to rest his new knee. *Bill Pauling*

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## SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds met at the *Marriott* January 15, 2004. Attending were; Brent Revert, Ken Case, Chuck Podhasky, Jeff Roberts, Jim Barber, Dave Mosby, Denny Narog, Jack Brown, Gerry Pryde, Bud Granley, Tom Turner, Herb Marks, Dan Jessup, Ralph Vrtacnik, Dick Wiesner, Larry Adams, Ken Childry, Don Anderson, Chuck Westpfahl, John Stewart, Ray Dapp, Jim Chilton, Al Tiel, Vince Evans and Hank Dyson. The only discussion item was speculation as to what will happen to our medical benefits, and all we can do is wait to hear. Don't forget to mark your calendars for the great annual couples event May 20. Cost will be \$20 pp, but, THAT INCLUDES PARKING!!! Negotiations were hard fought but successful. *Brent*

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## THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners met on Friday 13th, 2004 at the *Best Western Suites-Scottsdale Airpark*. 37 of us gathered for our social hour in the Pilot's Lounge. You missed the shot of the day as our 96 year young Ralph Johnson entered the room. On one arm he had his Lovely wife Ruth and the other arm this BRIGHT YELLOW AIRFOIL SECTION he had built in the 30's while in school. What a laugh that brought. Little Boy's never get rid of their favorite toy's – RIGHT?

Our Buffet was excellent, Chicken Cordon Bleu with Rice Pilaf and all the goodies. Everyone thought it was one of our best. So maybe Millie should plan more of the menus from the Mayor Hilton. After a moment of silence in memory of our Flown West Friends, Don Toeppen had a 20 min. Video of Don & three of his friend's with their Antique Airplanes Landing on Lake Shore Drive in down town Chicago, and parking at the Museum of Science and Industry. We hope to see more of this entertainment. Thanks much Don. Russ Cottle and Lois Scroggs had a couple little jokes to share. Capt. June Liston LAX/767 (wife of retired Capt. Cory Liston) living here in Scottsdale shared with us what it is like flying the line now. Everyone is working harder and hoping UAL will emerge from Bankruptcy in June. Thanks June come back soon. Our next Luncheon, March 12<sup>th</sup>, we will show our Irish by having a real Irish Meal. Please phone Frenchy & Millie 480-948-1612 or email [fbourgeois@earthlink.net](mailto:fbourgeois@earthlink.net) or Ken Killmon email [flyawayk@cox.net](mailto:flyawayk@cox.net) Attending: Fred Anderson, Doug Baker, Betty Berbower, Betty Bleser, Frenchy & Millie Bourgeois, Ginny Coleman, Russ Cottle, Ralph & Ruth Johnson, Ken & PJ Killmon, Dennis Leahy, Cory & June Liston, Don & Barbara Madsen, Dave Maxwell, Jim & Sue Mennella, Eric Malm, Bill Morrison, Ed & Phyllis Nelson, Gene Paquette, Don Prestin, John & Shirley Prestegaard, Roy & Lois Scroggs, Bob Steeneck, Don Toeppen & Guest Mary Tobias, Ralph Wright & Guest Daughter Toni & husband Jon Saiber, and Bob Tokle. Will See you at *THE IRISHMANS SHANTY, Frenchy & Millie*

### How to renew your subscription to the *RUPANEWS*

We constantly get calls from members wanting to know their status in reference to the \$25 postage fee. You can answer this question for yourself by checking your RENEWAL DATE which you will find on the address label on the back page of your most recent copy of the *RUPANEWS*  
Send check to Cleve spring, 1104 Burke Ln, Foster City, CA 94404-3636

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## TUCSON MARCH RUPA LUNCHEON INVITATION

All Tucson area retired pilots and spouses, and Tucson area visitors (snow birds?) are invited to attend the Spring luncheon that will be held in late March, probably at the Tucson Country Club.

You will have a choice of menu items, and, as usual, we expect that the cost will be \$15.00, including beverage, tax, and tip, for each attendee. We'll start with the informal gathering about 11:00 and lunch will be served at noon.

If you are interested please call or email me (Randy Ryan) at 520-797-3912 [randelryan@aol.com](mailto:randelryan@aol.com). We look forward to seeing you there.

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## WIDOWS COORDINATOR

JACKIE PANCOAST ABEL, (714)846-2119 [jacquelineabel@aol.com](mailto:jacquelineabel@aol.com)

Hello ladies, It is my pleasure to report that the DCA/IAD widows are still having luncheon get-togethers. Since they are a small group, they meet in homes.

My hope is that some of the other widows groups will, again, start up their luncheons. Instead of homes, a restaurant could be selected.

We all share a common bond and it is nice to be part of such an elite group.

I was very excited when I heard about the National Air and Space Museum's "Wall of Honor". I understand that at the October RUPA convention it was presented and it was voted to give support to this project. The widows, in attendance at the convention, were very enthusiastic about it. You will be receiving mail regarding this. May I suggest that each of us write a check (\$100.00 minimum donation for each name placed on the Wall. Donation is 100% tax deductible) to place our husband's name on the Wall. What a wonderful way to honor our husbands.

The widows have received a special invitation to the ALPA-LAXFO Retirement Dinner. A phone call, to me, from an active UAL pilot extended the invitation. All info on this affair is to be found elsewhere in this issue of the *RUPANEWS*.

In closing, our thoughts and prayers go out to Sheila Savage on the death of her husband, Jock, our *RUPANEWS* editor.

Til the next time, *Jackie*

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## NASA & NOISE

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

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

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

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### United Airlines Retired Pilots Foundation, Inc.

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



## **COME JOIN THESE RUPARIANS ON THE CRUISE**

**The RUPA Cruise is only six (6) months away and it's time for you to sign on.  
The following members have already booked their cabins.**

Floyd & Charlene Alfson	Bill & Rosemary Authier	Roger & Sylvia Baird
Marv & Jean Becker	Rich & Georgia Bouska	Jim & Pam Clark
Barry & Carol Davidson	Roger & Deana DeLozier	Jack & Norma Draper
Jerry & Judith Drommerhausen	Ken & Diane Ellis	Joe & Pat Ferrie
Duncan & Elinor Fleming	Dave & Pat Forbes	Joe & Mrs. Gerken
Ken & Carol Hobbs	Ron & marie Jersey	Karl & Janet Kastle
Lloyd Kenworthy & Guest	Peter & Nancy Lynch	Dave & Mary Lou Mackie
Ed & Pat Manning	Norman Marchment & Guest	Norman & Barbara Marshall
Rex & Linda May	Monty Mendenhall & Guest	Dick & Aud Mitchell
Brett Morris	Kent & Chris O'Brien	Dick & Joanne Orr
Debora Parker	Jay & Claire Plank	Jerry & Sharon Poulin
Ned & Rae Rankin	Susie Robertson & Guest	Joseph & Judith Schenke
Bill & Janice Slocum	Lynn & Linda Smith	Robert L.B. & Norma Smith
Cleve & Rose Spring	Gary & Nevis Stimmell	Gene & Glenna Tritt
Arvid & Susan Von Nordenflycht	Tom & Karla Williamson	Wayne & Susie Wollard

### **GETTING OLD**

Do you realize that the only time in our lives when we like to get old is when we're kids? If you're less than ten years old, you're so excited about aging that you think in fractions. "How old are you?" "I'm four and a half." You're never 36 and a half...you're four and a half going on 5.

You get into your teens; now they can't hold you back. You jump to the next number. "How old are you?" "I'm gonna be 16." You could be 12, but you're gonna be 16. Eventually!

Then the great day of your life; you become 21. Even the words sound like a ceremony. You BECOME 21....Yes!!!!

Then you turn 30. What happened there? Makes you sound like bad milk. He TURNED; we had to throw him out. What's wrong? What changed? You BECOME 21; you TURN 30.

Then you're PUSHING 40....stay over there. You REACH 50. You BECOME 21; you TURN 30; You're PUSHING 40; you REACH 50; then you MAKE IT to 60.

By then you've built up so much speed, you HIT 70. After that, it's a day by day thing. You HIT Wednesday...You get into your 80's; you HIT lunch, you HIT 4:30. My Grandmother won't even buy green bananas. "Well, it's an investment, you know, and maybe a bad one."

And it doesn't end there....

Into the 90's, you start going backwards. "I was JUST 92."

Then a strange thing happens; if you make it over 100, you become a little kid again. "I'm 100 and a half." Happy aging!

And remember-growing old is only mind over matter: if you don't mind-it don't matter

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## 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

[holandamerica.com](http://holandamerica.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](mailto:gpsp@aol.com)

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**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 \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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## **ABOUT THE COVER: Boeing 727**

The first Model 727, a production aircraft in United insignia, made its maiden flight on February 9, 1963. Introduced into service by United on February 6, 1964, the 727 trijet became an immediate hit with flight crews and passengers alike. With a fuselage width the same as the 707 (and the later 737 and 757), it provided jet luxury on shorter routes. With sophisticated, triple-slotted trailing edge flaps and new leading-edge slats, the 727 had unprecedented low-speed landing and takeoff performance for a commercial jet and could be accommodated by smaller airports than the 707 required.

The versatility and reliability of the Boeing 727 made it the best-selling airliner in the world during the first 30 years of jet transport service.

Production of the 727 extended from the early 1960s to August 1984 -- a remarkable length of time, considering the original market forecast was for 250 airplanes. As it turned out, 1,831 were delivered. Twenty years later, when the last 727 was delivered, this versatile fleet was carrying 13 million passengers each month. As of January 2001, nearly 1,300 of the reliable aircraft were still in service.

On Jan. 13, 1991, the first 727 built -- which had been in continual service with United Airlines since 1964 -- finally made its last commercial flight and was donated to the Museum of Flight in Seattle.

The 727, like all Boeing jetliners, was continually modified to fit the changing market. It began with the -100 series, of which 407 were sold. This was followed by the -100C convertible that featured a main-deck side cargo door, allowing it to carry either cargo pallets or passengers -- or a combination of both -- on the main deck. Boeing built 164 of these.

The 727-200, introduced in December 1967, had increased gross weight and a 20-foot longer fuselage that could accommodate as many as 189 passengers in an all-tourist configuration. In all its variations, 1,245 of the -200s were sold. The last version, the 727-200F, had a 58,000-pound, 11-pallet cargo capability. Fifteen of these were sold to Federal Express.

Structural improvements, a more powerful engine and greater fuel capacity led to the Advanced 727-200 in May 1971. This advanced series had improved payload/range capability, better runway performance and a completely restyled "widebody look" as standard equipment.

Lufthansa German Airlines and Air Algerie put 727s with the new interior into service in April 1971. Passenger response was enthusiastic, and by November 1972, this spacious interior was standard equipment on all production 707, 727 and 737 aircraft, and was offered for retrofit as well.

Later performance improvements for the 727 included another gross weight boost, from a maximum 170,000 lbs to 191,000 lbs for the Advanced version. The 727's highest gross weight was eventually raised to 210,000 lbs.

The 727 became the best-selling airliner in history when orders passed the 1,000 mark in September 1972. By January 1983, orders reached 1,831. One Boeing-owned test airplane brought the grand total to 1,832. Today, the Boeing 737 has surpassed that total, but the 727 holds a permanent place in the annals of aviation as one of the most significant airplanes in the development of the world's jet transportation system.

On Dec. 5, 1977, the worldwide 727 fleet carried its one billionth (1,000,000,000) passenger -- a mark never attained before by a commercial aircraft. Today, the number has reached well over 4 billion.

One hundred and one customers purchased new 727s from Boeing, although dozens more have placed the airplane type into service as "second tier" operators. More than 300 727s built as passenger airplanes have been converted to freighters, a process that continues today.

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## SECURE YOUR PLACE IN HISTORY AS A MEMBER OF RUPA

From the early beginnings of commercial aviation, there have been many legendary pilots associated with the pioneering history of United Airlines. Jack Knight, E. Hamilton "Ham" Lee, and Leon "Lee" Cuddeback to name just a few. When you became a pilot for United Airlines, you became a part of that history. Throughout your career you participated in advancements in weather radar, air traffic control and the introduction of the jet age among others.

The opportunity for permanent recognition of your role in commercial aviation finally exists. The names of Retired United Pilots Association (RUPA) members - including yours and mine - can be remembered and associated with RUPA forever on the National Air and Space Museum's National Aviation and Space Exploration Wall of Honor.

The Wall of Honor provides permanent recognition along the tree-lined walkway leading into the main entrance of the Museum's new companion facility, the Steven F. Udvar-Hazy Center. Composed of a series of panels measuring six feet by four feet, and placed two feet off the ground, it is designed to resemble an airplane wing or the shape of an airfoil. Names are engraved into anodized aluminum. The Museum estimates 3-4 million visitors a year will enter the Udvar - Hazy Center, through the Wall of Honor. The RUPA Panel will give great visibility to our organization.

The members in attendance at our Convention in October 2003, voted to enthusiastically support a partnership with the National Air and Space museum to launch a campaign to fund a dedicated panel. *This is a unique opportunity to have a panel that solely honors or memorializes RUPA members.* A couple of generous RUPA members have already stepped forward to get the fundraising ball rolling. We now have the funding for the header on the panel as well as a pledge to support inclusion of the crews from September 11<sup>th</sup> UAL FLIGHTS #175 AND 93. If we are to succeed in this project, we will need the support and participation from many more of our members.

The minimum cost to participate is \$100 for each name placed on the wall – a full panel will hold 1,008 RUPA names. All donations are 100% tax-deductible.

In the next week or so, you will be receiving a package from the National Air and Space Museum, including a letter from me, which provides the information you will need to add your name to the RUPA Wall of Honor panel. You may also include the name of any other member, living or deceased. I strongly encourage all to participate.

To learn more about the new Steven F. Udvar-Hazy Center and the Wall of Honor program, please visit the National Air and Space Museum's Web site at [www.nasm.si.edu/](http://www.nasm.si.edu/) click on the "Get Involved" button at the top of the page for the Wall of Honor information.



## COUNCIL 33 RETIREMENT CELEBRATION

The Retirement Party “Generations Celebration” for 2004 has been scheduled for Saturday, September 18<sup>th</sup>, at the *Red Lion Hotel* in Denver. Sleeping rooms will once again be available for \$59 by calling the hotel directly at (303) 321-6666 before August 28<sup>th</sup> and referencing the Council 33 Retirement Celebration. RSVP forms and further information will be made available at a later date but we wanted to take the earliest possible opportunity to get the date to you so that you can mark your calendar and make your plans to attend now.

Last year, approximately 230 people took the opportunity to honor the careers of their fellow aviators, renew friendships with past retirees, and enjoy the company of the employees from the Denver Flight Operations Division. Steve Jacques, Council 33 Social Committee chairman wrote in his report to *The View From 33*, “we had quite a few past retirees (pilots and FOSRs) return for the gathering. This added the “homecoming” atmosphere to our celebration, and I truly hope that retirees will continue to return each year so we can maintain the “gauntlet” that each new retiree must pass upon receiving their service plaque. The camaraderie that we all enjoy throughout our careers as we greet each other across the system is the one thing most retirees tell me they miss upon retiring. Not the revisions, not the early wakeup calls, reserve, PCs, or reassignments, but the friendships that were forged over the years and a love of aviation are what make this a special career.”

We hope to see you at this year’s celebration!

The following are our “Honorees” whose careers we will be celebrating.

Please let us know by emailing [alpadenver1@attglobal.net](mailto:alpadenver1@attglobal.net) if we have overlooked someone who should be included:

Kenneth L. Adams  
Richard C. Bebee  
Steven R. Donovan  
Gerald D. Gienger  
Stephen G. Harding  
Arthur H. Lindstom  
Joshua S. Rabinowitz  
Robert F. Ruth  
Joseph J. Swenson

Richard L. Bare  
Colin C. Bradley  
Woody B. Eppelsheimer  
Richard N. Goodwin  
William G. Houston  
Ernest W. Lloyd  
David L. Reagan  
Kenneth P. Sasine  
James R. Thompson

Peter L. Baurer  
Bernard W. Dahlen  
Herbert G. Giefer  
Stephen C. Hagberg  
Gary L. Kopp  
Robert J. O’Brien  
Bartlett H. Rolph  
Darrel W. Sauder

Frank and Ernest/Bob Thaves





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## 2-14-04 PENSION DIGEST, by Doug Wilsman

The MEC Legislative Committee reports the US Senate has named five members to the conference committee for negotiations with the House on the pension reform bill, designed to reduce catch-up payments required over the next two years by sponsors of underfunded private pension plans. When congress returns from its recess on February 23, the House will need to appoint its conferees. The MEC Legislative Committee writes: "We are confident that the bill will proceed through the conference process quickly and provide our company the relief needed for a timely exit from Chapter 11."

The United Retired Pilots Benefit Protection Association (UPBPA), the Hall/Dubinsky group, reports that their attorneys have succeeded, over UAL's objections, in convincing the Bankruptcy Judge in allowing a separate committee of five retired pilots to negotiate retiree health benefit issues with UAL. The company wanted a single committee to represent retired pilots together with retired salaried and management employees. The Judge will make his selections from a list of candidates who send their names directly to him--rejecting the idea that UAL would recruit the candidates. All of the nine directors on the URBPBA Board have evidently submitted their names. The Judge will announce his selections on February 20th.

The attorney representing the pilot retirees on US Airways has reported on the two actions they are pursuing in federal court. He writes that after the Bankruptcy judge concluded that a factual basis existed to support US Airway's claim it could not successfully exit bankruptcy without terminating the pilot's pension plan, the judge ruled that the plan could only be terminated if ALPA agreed---which it did. The retired pilots filed an appeal to the termination which will be finally heard on February 26th. The retirees claim they were denied an opportunity to discover the true financial status of the plan before US Airways and ALPA terminated it. They are claiming it was not as badly underfunded as the bankruptcy court was led to believe. They expect a decision by summer.

In a second action, they are seeking a summary judgment to correct the worst mistakes made by US Airways and the federal Pension Benefit Guarantee Corporation in calculating the interim benefits currently being paid to retirees. It is the PBGC's position that it is OK to allow their normal procedure to run its course----where a final accurate determination of retiree benefit entitlement will be made in maybe three years and any errors in the interim benefits will be reconciled at that time, and all participants made whole retroactive to the termination date of 3-31-03. The PBGC argues that it is still doing the precise calculations for a string of other plans it had taken over before it took over the US Airway's pilot plan, and it cannot bump these other plans by putting the US Airways plan at the head of the line.

The PBGC has conceded it was underpaying 260 older retirees who were entitled to no reduction under the max guarantee rules, and has recently made them whole. Hopefully, all these machination will not become an issue for UAL pilot retirees. If UAL meets its goal of exiting Chapter 11 by June 30th, it will have to notify all the participants by April 30th if the termination of the Pilots' A-Plan is part of its exit strategy. Today, there is no indication that this might happen, and by April 30th we could be totally out of the woods, except for retiree health benefit.

### **Address changes, Snowbirds & Others:**

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods: Cleve spring, 1104 Burke Ln, Foster City, CA 94404 – phone 800-787-2429 E-mail [clevespring@comcast.net](mailto:clevespring@comcast.net)

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

# LETTERS

**JERRY ACKERSON**—10358 Rainier Ave. S, Seattle, WA 98178 [wiggins\\_ackerson@hotmail.com](mailto:wiggins_ackerson@hotmail.com)  
Hi All, Suzanne and I just returned from two weeks in Argentina, where we spent time in Buenos Aires and Iguazu Falls. What a great vacation, and as the dollar is very strong there, (unlike the rest of the world), prices are very reasonable. We even took tango lessons!! I highly recommend a visit to Argentina.

I now work at the Museum of Flight, here in Seattle. I schedule and train the Hosts for our latest acquisition, a British Airways Concorde. This Museum is world class, and I invite everyone to come visit us. Cheers, *Jerry*

**RAY & SHARON AMATO**—1851 Old Freehold Rd. #1, Toms River, NJ 08755

Dear Cleve, almost on time this year. 03 was an up and down year. Sharon tripped on the dog and fell and broke her leg. Healed fine but a little residual stiffness. I am continuing BCG treatment after bladder cancer surgery in September 02. So far no recurrence!

Thanks to all who work on the *NEWS*, we look forward to it each month. *Ray & Sharon*

**DAN BARGAR**—1731 Escalero Rd, Santa Rosa, CA 95409 SFO 66-94 [dbargar@sbcglobal.net](mailto:dbargar@sbcglobal.net)

It really is impossible to imagine the big 70 in February. But Chris and I are fortunate to have had a year of good health and interesting travel. Holland America needed to fill cabins so off we went from SF to Alaska and back on the *Prinsendam* last spring. Followed by a fall cruise from SF to Boston on the same ship. We look along our scuba gear and had some good dives at Manzanillo and Aruba. Our best memories came from the two weeks at the Chautauqua Institution in August. First week theme was “the middle east” with internationally known speakers discussing our many failed policies. We hear from a former ambassador to Israel, Iranian ambassador to the UN, and a physicist from Islamabad. Second week theme was sexuality and religion. Conservative Chautauqua learned things never heard before. One day a great talk by Joycelyn Elders, former Surgeon General. Our preachers for the

week were Rev. Forrest Church son of Sen. Frank Church and Rev. Otis Moss III of Augusta Tabernacle Baptist Church. Our time was capped off with a terrific show by Kenny Rogers filling the 7000 seat amphitheater.

We are very glad that UAL is hanging on and great thanks to all the folders and stuffers for such an interesting newsletter. *Dan*

**MURIEL BERGSMA**—2809 N. Dutch Cir, McHenry, IL 60050 815-385-0798

[Kenmurborgsma@aol.com](mailto:Kenmurborgsma@aol.com)

Dear Cleve: Well, I guess I'm in the “golden years” memory wise. Was wondering about my January issue of the *RUPANEWS* and saw the last one I received was for December 2003, with the address label saying “Renew on 12/01/2003”. I guess we can call that an “oops”.

Was very saddened to learn that Bill Barnhart passed away. During the time I worked for J. D. Smith in Flight Safety & Industry Affairs, Bill and Harry Orlady had developed the Flight Safety Awareness Program and I got to know each of them quite well. Time certainly marches on, but somehow I don't think I'm getting any older. Can that be?!!

Again, my thanks for your assistance in helping me keep up with the latest on the many people I knew during my Flight Operations career at both the former EXO and ORD locations. Those were the great years!!

Sincerely, *Muriel*

**FRENCHY & MILLIE BOURGEOIS**—5457 E. Oakhurst Way, Scottsdale, AZ. 85254 LAX, SFO 56/88 [fbourgeois@earthlink.net](mailto:fbourgeois@earthlink.net)

Just received word that our *RUPANEWS* Editor and friend Jock has flown West. We had just received an e-mail from Jock, one of his weekly jokes to cheer us up. Also he would make sure all of our Luncheon's would be held at the same place each month. (*Best Western Inn Suites*) Scottsdale, Airport. He sure gave us all the time he could possibly spare and we thank him for these special efforts. Our PHX Roadrunners Group lost a big part of our family in Dec. Bill Dutton lost his battle with Lung Cancer. Bill entertained us with his magic at several of our luncheons. With all our sad news, our RUPA Group has given us strength to Carry On. Had a flight in our C 182 with our son up to South-

ern California just to keep in the Air and go to some small airports. In May I met him in DFW to pick up a C 171 (tail dragger 172) & fly it back to Cincinnati. Now that is fun flying.

We flew UAL PHX/IAD/PHX to Visit Millie's 94 year old Mom. We had to purchase full fare ticket's, plus \$200 for Oxygen that didn't do the trick for Millie, so I'm sure that will be our last air trip to VA.

Despite our aches & pains we are thankful for our many blessings. We continue to pray for UAL and its return from bankruptcy. Life is short, be kind to one another! We would like to see some of our old friends down here at a Luncheon. *Frenchy & Millie*

**RICHARD C. BROMWICH**—36 Devonshire Ct, Middletown, NJ 07748 [fly.up@verizon.net](mailto:fly.up@verizon.net)  
Hi Jock, Late again and check is in the mail. Now where have I read that before?

Give me a break! A lot of retiree's are complaining about the health benefits being reduced. If UAL doesn't cut costs and goes the way of Braniff, Eastern and Pan Am, then what happens to the health benefits, travel privileges and pension?

We went to France in the fall on Continental, full fare, very reasonable, excellent service and out of Newark! Still riding my BMW, but much last summer. A fellow I rode with lost his arm and leg when a truck came around the corner on the wrong side of the road in Italy. After that, I felt a little sick every time I got on mine, just thinking about it. Health wise no complaints, I put off going to the dermatologists to have some skin cancer removed from side of my nose for six months, because it wasn't convenient. Dumb move on my part, had to have a skin graft to fill the hole. If it bleeds and doesn't heal properly, see the Doc without delay. Thanks for all the work, its great reading about everyone. *Dick*

**JAMES K. CARTER**—900 Tropic Blvd, Delray Beach, FL 33483  
Cleve, Another year has flown by and everything is going great. Play at golf twice a week and fly when I can. Last summer, at 71 years old, I renewed my flight instructors rating. Life is good here in the Sunshine state. Enjoy, *Jimmy*

**THOMAS C. DELASHMUTT**—63567 230<sup>th</sup> St, Glenwood, IA 51534

Cleve, Another birthday behind me. Judy and I are very much enjoying retirement. We are still young enough to have good health and a lively interest in life.

When we realize our oldest son is forty-four and daughter forty-two we are amazed.

Thanks to you and all who keep the *RUPANEWS* coming, it's a great way to keep informed of our friends who are also retired.

*Tom & Judy*

**L. BARRY DIXON**—7220 Lake Farm Ave, Las Vegas NV. 89131

Yo Cleve et all: Just saw a lot of RUPA members at Jock's memorial. Nice to see folks I hadn't seen, some in 8 years or more. A nice tribute to a man who was well spoken, and an excellent editor. Hope someone with better language skills than I have, can carry on with his work.

2003 has been fairly nice to us. We spent most of the summer in our motorhome touring the western part of Canada and the U.S.A. We met a number of nice folk during our travels, and even spent some time fishing. Nothing spectacular to report, other than a pod of Orcas passing under our boat while we were trolling for salmon.

Getting the 38ft. rig plus towed car on the ferry from the mainland to Vancouver Island and back was interesting. We were lucky, we were the last vehicle to get on the ferry, even had to hurry getting there, to beat the closing of the ramp into the ferry, both directions. No waiting in line either way.



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Regards to all, *Barry*

**FRED DWYER**—1430A Redwood Cir, Grants Pass, OR 97527

Moved to a retirement home last May near our daughter and son-in-law, now Betty and I will be considered old people. I am 92.

So far, we are fairly healthy and happy to be alive. The weather in Grants Pass is similar to what we are used to. No airport of any size here, we must drive to Medford, OR to get a ride. We get good food and plenty of rest.

The best to all, *Fred*

**TOM & ROSALIE FASIANG**—304 S. Cedar St. Wood Dale, IL 60191 [tom.rosalie@juno.com](mailto:tom.rosalie@juno.com)  
Jock & Cleve, another birthday gone by and still late with my dues. I got conned into working on my 50th high school reunion committee last year and shafted into being the emcee. Lot of work trying to find classmates after all these years. Especially the girls whose names change when they get married. Paid my son, in Baltimore, a visit last may and since we're on the right coast drove down to Kitty Hawk NC to see where powered flight got started. We were a little disappointed because the visitors center was closed for renovations, it would good in Dec. They were operating out of a portable office trailer at this time.

That's it for now, and maybe next time I'll get my dues in on time. *Tom*

**BERNICE W. HAAS**—315 Mozart Dr, Apt. 1412, Carmel, IN 46032

Dear Cleve, Just a little tardy! Sorry.

With Otis Kline and Russ Van Tuyl leaving, I no longer have anyone I keep in touch with. Came upon an old publicity picture of Slim Larned when he was Chief Pilot. Have a copy of his pilots' license signed by Orville Wright.

Peace, *Bernice*

**DOUGLAS HORNE**—81 Beachfront Trail, Santa Rosa Beach, FL 32459 [douglashorne@mchsi.com](mailto:douglashorne@mchsi.com)  
Greetings from the Redneck Riviera, which is becoming less redneck and more Riviera every day. Trailer parks and fishing shacks are being replaced by high rise condos and million dollar beach "cottages". What used to be Cap'n Billy's All Yew Kin Eat BBQ is now Chef William's Maison de Southern Cuisine. And the roads are crowded with

those God-awful Hummers and SUV's the size of school busses.

Travel on UAL is tough since the nearest station is some five plus hours drive from here. In any case, we did spend a few weeks in France last May, partly on a barge trip through the Bordeaux region with George and Muriel Simmons. This is the third time we've availed ourselves of Ed Dechant's terrific travel services; twice on barges, once at a cooking school in the Loire Valley. You can get to his barge site at [frenchhotelbarge.com](http://frenchhotelbarge.com). It's a great way to see France, where, contrary to the provincials in D.C., the food and wine are unmatched, and the people friendly, patient, and helpful.

Travel is further restricted in that Edna, a very young great grandmother, and I have one of our grandchildren living with us and helping to get her life back together after years living on the streets and in the projects of Bangor, ME; along with some involuntary time spent with the State of Maine Correctional Services. She's working towards her high school degree, possibly college, and a meaningful career. We had no idea that retirement would include bringing up a teenager again. It's a full time job. *Doug*

**SID & REVA HUFF**—5870 Lagoon Rd, Home-wood, CA 96141

Now 85 — still in excellent health other than arthritis in both knees. I have retired from my carpentry business finally — just getting too old.

Spending January, February, and March in San Diego in our motor home and playing lots of golf. Last few years stored the unit for nine months and drove the car down from Lake Tahoe.

Vickie, my SEA FA, finally retired after 30 years. She has been a nurse for the past 8 years and is now a supervisor of nurses and loves it.

My son and I built a 2-car garage costing more than our home 37 years ago.

Thanks to all the volunteers who make this newsletter possible. *Sid*

**STEVE JAKUBOWSKI**—5 Greenwood Shoals, Grasonville, MD 21638 DTW, EWR, CLE, ORD, IAD

Cleve, I was very sorry to hear of the passing of Jock Savage through the grapevine a couple of days ago. Although I never had the pleasure of spending some time with him, I certainly heard of his many



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good works over the years. A great loss for all of us but especially for those of you who worked daily with him over the years. My condolences to all of you at RUPA and to his family.

I'm just about to finish up my first year of retirement and I wish I could say it's been a blast but unfortunately I spent nine of the last eleven months recuperating from a severely broken leg with compound fractures of both bones and ankle that refuses to bend much. I've got a grand total of four degrees of movement which currently looks a lot like a great imitation of "Chester" on the old Gunsmoke TV show. It looks like it may take a forth operation to try and free things up a bit more.

All this from a fall off the ladder from about six feet of altitude. Hell, I've drop them in from higher than that and all I walked away with was a bruised ego. It's obvious that Boeing builds a better landing gear than the Man upstairs.

Anyway, good luck to all of us as this pension reform makes its way through the process. The alternative is catastrophic if it goes to the PBGC, especially for those who have retired in recent years although the affects will be felt by all.

Appreciate all you guys do. Regards, *Steve*

**GLENN & LOUISE JEWETT**—255 Avenida Granada #614, Palm Springs, CA 92264

Hi, Dues are in the mail. Not much new with us just back from Mexico. Traveling as much as possible, Italy last year and Spain this fall. We're finding air travel fairly easy so far but we are puzzled as to why we are not getting any invoices from UA??

Anyone visiting Palm Springs this spring can look us up. Ken & Connie Case are neighbors for two months or so. Will be back to Washington in May. Thanks to Folders and Stuffers, *Glenn*

**JOHN E. KING**—6557 Stoney Rd, Midland, VA 22728 [kingaviation@juno.com](mailto:kingaviation@juno.com)

I'm still enjoying life here on my Virginia farm. While so many of you all are cruising all over the world or hitting a little white ball around every day, we here on the farm are helping NASA prepare for future adventures.

A local company that has a NASA contract to build a small battery powered photo plane for a future mission to Mars called about three years ago requesting to use our hot air balloon for a test flight. The 1/2 scale model had a 7' wingspan and V tail

that all folded into the fuselage. This compact plane was packed inside a fiberglass container that looked like a hamburger bun. The bun was hooked onto the bottom of the balloon basked and lifted about 100' above the field. It was released and the bun popped open, the wings and V tail snapped out and back, then radio controlled down to a smooth landing. Everyone was extremely pleased.

Then a year ago they called for another test flight. This time they had added a GPS guidance system. On a Friday, they established a precise GPS fix at the center of our runway. Early Saturday, every company employee was here to adjust all the electronic gear and cheer the test along. The plane, without its protective container, was attached to the basked of the inflated balloon. The winds were light so it had only drifted about 5 miles north when they released at 2,000'. With binoculars we could see the wings and tail snap into position as the plane dropped a few feet, gained flying speed and made a smooth turn back to our field straight as an arrow. Over the field a ground controller took control for the landing, again there was abundant joy among the employees and NASA observers. We were told that another test was to be at 100,000' to simulate Mars atmosphere and then a full scale mission ready plane would be made.

My role in this space exploration endeavor was to hold the balloon skirt away from the propane flame as inflation was started. An insignificant, but essential job I might add.

I'm 4 months shy of the big "80", an age I used to consider really OLD, now I consider that middle age.

I enjoy reading all your news letters. *John*

**DALE L. LOBSINGER**—6055 Jansen Dr, Sacramento, CA 95824

Dear Jock Savage; One of the best known and well documented facets of the aging process is forgetfulness. I have experienced it aplenty in my own case, and for this reason I'm not too sure of my ground in writing to you now.

In searching through my rather voluminous file of RUPA material I find that my last contact seems to be your kind acceptance and printing of a piece I prepared for the March 2002 Edition - - page 21. When my residence in Paradise, CA was changed, on January 17, 2003, to Sacramento, CA I seem to remember having a number of *RUPANEWS* copies

forwarded to me by the PO Box. Then about the time of my 94<sup>th</sup> birthday, July 21, 2003, I seemed to be missing the delivery of the News. In this connection and at this time did I miss something that I was supposed to do? If so, it was pure inadvertence on my part. Handling the move totally alone was chaotic and traumatic enough, but I certainly had no intention of dropping the *NEWS* in the process, Allow me to explain a bit more. [Dale, you have to send us an address change as the Post Office will only forward the *RUPANEWS* for sixty (60) days.] MEMORIES are one of the few substantial aspects that appear to continue most vividly in the aging process. In this connection I feel that I had far more true friends in the Flight Department than in Ground Services - - though in the former I was a member barely a year of the approximate 38 years I was employed by UAL. In Flight I counted as true friends the likes of Walt Addems, Dan Lynch, Beeby Cole, Gil Plymyer, Gus Sommermyer, Bob Dawson, Slim Lamed, Jack Knight, Dick Petty, and Pop Sterling. In contrast, those in other departments that I remember, are Dick Austin, Boynton Beckwith, Don Magarrel, Earl Carkin, Pat Barnes, and Tommy Dawsin. Of the Flight Personnel how could I ever forget one very special gesture he made in my behalf when in 1938 Gus Sommermyer came to Newark to ask me if I would be interested in going to Texas for special flight training with the objective of becoming a flight Officer with United. In retrospect, I think of it as one of the most crucial decisions I had to make in my entire life. I believe you can understand my interest in continuing with *RUPANEWS* from the contents of the foregoing paragraph, despite the fact that all of those named above have left us - with Otis Kline at



age 91 being the latest, I believe. *Dale*

**TOM MC GEE**—543 Westgate Dr, Napa, CA 707-224-2194 [atmcgoeey@aol.com](mailto:atmcgoeey@aol.com)

Hi Cleve, Retired 3 years already; means more from PBGC I suppose. Enclosed is my well spent \$25.

Spending time at air shows is one of our retiree pastimes. We meet the nicest people on the line. The first Captain I flew with in 1968 visited Ann and me at the Marina Airshow in October. Jack Emerson flew the DC-6 to MRY in March of '68 and before departure, asked if I played golf. My "yes" answer was a tour of Pebble Beach on departure. It was great to visit with Jack and his wife, Diane, 35 years later.

Diane and Tom Lambrick appear at many shows in their beautiful Stearman Tillie.

It's great fun to reminisce about the grand old Guppy days. We enjoy the present, and worry about the future.

As I positioned myself near the runway to view the flyovers at the Salinas International Airshow in mid-October, I noticed a guy with a familiar gait striding to the closest point on the ramp. (Hey, that looks just like the stride of the Guppy Captain I used to follow down the dark side streets of Portland, Oregon, headed for a waterfront bar to have an "illegal" beer.) Had a great visit with Bob Cornell, another Guppy great. His wife, Hannah, couldn't make the airshow, but I got to chat with her on the great invention, the cell phone.

Ann and I are flying to the Airventure at Oshkosh this year. Hope to see some of our UAL pals there. Fly safely, *Tom and Ann*

**AL McILRAITH**— 4517 Chimney Creek Dr., Sarasota, FL 34235 67/94 ORD, JFK, MIA

[almack@comcast.net](mailto:almack@comcast.net)

Hi Jock! I'm late with my letter and check this time, so I'll send a check to Cleve for 3 years and I'll be early from now on. The check is in the mail. Phyll and I are both well, except for the usual aches and pains of 70 year olds. We are both still playing golf and tennis regularly, volunteering on several committees and boards and vacationing with our children, grandchildren and friends and living in the land of sunshine and warm weather. What more could we ask for?

We flew to Santiago in November, and cruised south with friends around Cape Horn and up to



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Buenos Aires. What a great trip! Then we spent 5 days in Buenos Aires shopping, eating and acting like tourists. What a great city and so inexpensive right now - a pilots dream. I don't understand why UAL has cancelled the MIA to South America flights which are usually very full and handing the business to American.

Too bad that AAL wouldn't hand us such a gift, like closing their domicile in New York or some other hub.

In June, we took two granddaughters to Spain for 2 weeks, so they could gain more experience speaking Spanish and gain some knowledge of Spanish history. Hopefully they will continue their study of the language with more interest for several years. Unfortunately the trip was in June after their 8<sup>th</sup> grade graduation and UAL was oversold on all trips to Europe and back. The moths escaped from the wallet when we opened it up to pay full price for the 4 of us on another airline. We rented a 2 BR 2 Bath condo on the Costa del Sol and we all had a really great time. As a bonus we went to Paris for a week, experiencing and enjoying that wonderful city. This was our 3<sup>rd</sup> trip to Europe with grandchildren, and we expect to do the same with the remaining 4 grandchildren. We enjoy the trips just as much, if not more than they do.

We have gone to an Air Force reunion every second year and went on one RUPA cruise and hope to go on many more. We hope to see more of our friends on the next one.

Many thanks to all the many RUPA volunteers who keep this organization functioning smoothly and to Jock for our terrific magazine. Cheers, *Al*

**DICK MC KAY**—27532 Elmbridge Dr, Rancho Palos Verdes, CA 90275

Cleve, I guess I am late this year, I will try and do better Boss! We have been very busy with friends visiting from Romania for a month and staying over the Christmas holiday. We did all the tourist type things, and had a great time with them. They really liked the California weather ... it gets a bit chilly in Eastern Europe this time of year.

Last year was a great one for me. I finally resolved some legal problems and moved on by buying a new/old airplane. I latched onto a beautiful red 1943 Staggerwing Beech D-17S. I got a great price since it needed recovering, so it is in the throws of getting new fabric, a new paint job, and some glass avionics. I hope by this time next year I will be able to fly

about the country in style, and have a few tales to tell.

We also managed to take a really great trip this year. Hopefully it isn't blasphemy, but I charge everything I buy on an AAdvantage Mastercard so I can get some free first class "real people" tickets every so often. This year Cunard offered a half price Atlantic crossing on the QE2 (in her last transatlantic season), coupled with a half price Concorde return .... Couldn't resist that one. We flew to New York First Class positive space on American (I even wore jeans and a jacket), and spent a few days seeing plays and trying out the great restaurants. We even got to check out the largest blackout in US history ... and we had a room on the 41<sup>st</sup> floor of the hotel ... but that is another story.

On the QE2 we had an incredible 380 square foot room with two walk in closets, a marble bath with shower, tub and bidet, and a king bed. It was the biggest stateroom I had ever been in! In London we saw a few more plays, tried some good food, toured Buckingham Palace, and shopped at Harrods. Finally we boarded the Concorde for the flight back to New York to connect to American to L.A. The Concorde is quite a machine. Tiny windows, basically a coach seat with First Class amenities, but when you look up at the front of the cabin and it says Mach 2.01 and 59,000 feet it is pretty special. You can feel a hint of the 1000+ degree heat through the windows, and you can see the curvature of the earth, and the sky above is almost black. From the outside it is one of the prettiest birds that I have ever seen. That was truly a trip of a lifetime. I am really sorry they grounded that gorgeous bird.

It has been two years since I hung up the 747-400, and time sure flies, but life is great, and hopefully it will stay that way! I sure look forward to getting back in the air in the Staggerwing!

*Dick* [Dick@McKay.org](mailto:Dick@McKay.org)

**NILE MELING**—701 Solana Shores Dr. #507, Cape Canaveral, FL 32920

Cleve, All's well here, happy to escape winter in CT down here in Florida.

Miss the flying and the old friends at UAL, but not finding much time to be bored. Hope United will find a way to keep our pension going, but not encouraged by what I glean from the media.

Health, and everything good to all in the New Year.

*Nile*

## A WORD TO THE WISE ABOUT RX PRESCRIPTIONS & YOUR INSURANCE CO.

When, as Billy Joel sings, "I wore a younger man's clothes," I needed few prescription drugs, and for the most part they were not very costly. When I submitted my Rx expenses I stuck them in the mail and forgot about them. Checks arrived, and were welcome, but the amounts did not make any difference to my life style.

Now I am under Medicare, and in a little over a year my wife will join me. My Rx expenses are significant, even though so far (knock on wood) I have no serious medical problems, possibly because my doctors have me on drugs that mitigate some of the problems of aging and possibly stop others entirely. This is called faith-based medicine, thank Ford. (Aldous Huxley, circa 1947)

A couple of months ago I submitted for payment some billings from the only doctor we use who does not submit insurance forms, and with it - in the same envelope - I included six months of Rx receipts, which totaled over \$1,200.

About three weeks later we received the 80% payment for the doctor, but nothing from the prescriptions. OK, I thought, Rx payments go to a different department. Time passed. Some six weeks after mailing my claim I called to inquire about it, and talked with a very helpful young lady who told me that there was no record of my Rx submissions in the computer!

She asked if we got most or all of our Rx's at the same pharmacy. In fact we do, and she told me that the pharmacy computer could provide all our Rx records for the time in question. Good news indeed!

I informed her that I had copied all my Rx forms before mailing the originals, and she said that if I faxed them to her by name, she would see that they were paid as appropriate. She was as good as her word, and we soon received a check for over \$1,000.

I pass this news along because it seems odd that a claim for significant money (to me, at least) was lost, when a smaller claim, mailed in the same envelope, was paid. I hear anecdotal stories about insurance companies that either refuse some claims, or "lose" them, in the hope that the claimant will not notice, or will elect not to fight. I do NOT accuse UAL or BC/BS of this practice, but a word to the wise . . .

If you have a computer with a scanner, copy everything before you mail originals to anyone. If you are a computer Luddite, buy a copier-fax combination. They are very inexpensive, and can save much time and trouble. And especially if you are a nomad, traveling for months in a motor home or boat, mail nothing without making a copy.

Trust, but verify. (That's for the 3 or 4 airline pilots who are still Republicans.)

Cheers and good health to all, - *Muddy Waters* (UAL 1966 - 1998)



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**JOHN N. NASH**—12 Page Ln, Greenville, SC 29607

Cleve, I think this is the all time record for my being late with the postage, but better late than never. Last year was a good year for me. I'm still here and healthy so I have nothing to complain about. For those of you who are acquainted with me and I haven't told you yet I got married last year to a wonderful woman who goes by the name of Melinda. Never thought it would happen after Jewell died but who knows what is going to happen in their lives.

As I said earlier, life is good. We haven't traveled much except to see my children in LA and ORD. Speaking of LA I hope everyone is watching "Without a Trace" on CBS Thursday nights. The Jan Nash shown in the credits as producer and sometimes writer is my first born. My youngest and only other child, is still a police officer in Geneva, IL so be careful when going through that area. It will not help to say you know me.

Melinda and I are still living in Greenville, SC and the door is always open to friends. Keeping my fingers crossed for UNITED. *John*

**TIM O'DONNELL**—PO Box 1560, Osprey, FL 34229 [tgo2030@aol.com](mailto:tgo2030@aol.com)

Hi Cleve! I'm deeply saddened by news of Jock's "Flight West." It just seems too soon for such a viable leader and good person to be leaving us. He will be greatly missed.

Bette, my wife, and I went from Snowbirds to Sunbirds this year becoming year-round Florida residents. We put our Virginia Lake house on the market in April and closed in October, selling all the furniture, chairs, beds, books, tools and toys that we could. We arrived at our new Florida home in August and have been upgrading and redecorating it ever since. It looks like we'll finally be finished in a few weeks with the new king sized bed scheduled to arrive the fifth of March. Finally, we'll get to spend our first night in our new home.

That's the good news. The bad news came a few days after Christmas when Bette was diagnosed with breast cancer. She had a lumpectomy the day after New Years and has now completed her radiation oncology. Her tumor surgery was such that she qualified to have MammoSite Therapy. She had a balloon inserted into the cavity left by sur-

gery and a catheter inserted into the balloon which was filled and sealed with liquid. Then a smaller tube containing radioactive seeds is inserted into the catheter twice a day, six hours apart, applying gamma radiation to all the surrounding tissue for 10 to 15 minutes.

Arthritis is taking its toll more and more on my spine now, but I'm still "ambulatory and able to take nourishment."

After three years, Bette and I are still "shepherding" the Sarasota-Bradenton RUAEA group known as the Sand Dollars. We have a pretty good turnout every month of 30 to 40 UAL retirees and their spouses. That keeps us all in touch and serves as a support group for us during these days of uncertainty.

The *RUPANEWS* and the RUPA website have been a great resource for updating us on the current status of UAL.

Along with the annual check for postage that we're sending in the "snail mail", we send our sincerest thanks to all of you good folks who keep RUPA going and the *RUPANEWS* coming.

Until next year, best regards to all. *Tim*

**JAY PLANK**—2280 Skyfarm Dr, Hillsborough, CA 94010 43-81 BU-SF-DV-LAX-SFO  
[Jplank1@aol.com](mailto:Jplank1@aol.com)

Dear Cleve: Check is in the mail. I know this is a little early so it may get into the March *RUPANEWS*. My birthday is the 17th of March-St. Paddy's day so a few of the Irish may be tipping a little with me.

I sure will miss Jock and his sense of humor, his way with words, his intellect and general "Swell Guy". He fought a long hard battle with the Big "C". My best to Shelia & the Family.

We haven't traveled much this year; a trip to Kauai, 10 days in San Diego area before the fires and then I spent a few days with my Granddaughter at the Univ. of Arizona at Tucson. We toured the Pima County Air Museum which is quite an extensive out-door facility. The Docent's are great. On the driving tour the Docent talked for over an hour as we were driving by Army, Navy, Air Force planes telling their combat records, speeds, H.P. and other details from memory. One of the Navigators on the SR-71 gives a very personal dissertation on his flying time with the Blackbird.

From the Archives; there are 63 Charter Members of RUPA. With Sid Nelson's death last month the only

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living member I know is Jack Holst. Jack was 98 last year. Sid was 99 and would have been 100 this May. So sorry to lose a very good friend. A Charter Member was a member of RUPA in 1964 who had paid his dues of \$5.00 for the year. Their first Convention was at the St. Francis in San Francisco. Registration including lunch and dinner was \$15.00 per member. Ah ! Inflation.

Best Wishes, *Jay & Clare*

**TOM PURRINGTON**—235 W. 102<sup>nd</sup> St. #17K, New York, NY 10025 EWR, JFK, ORD, IAD  
Hi Jock et al. 2003 was a good year in the big apple. My daughter married a nice Italian guy in October and we all survived the party.

I went to the 50th anniversary reunion of my high school in Kaiserslautern Germany. There was a homecoming football game and because I was there with one of the other members of our undefeated football team in 1954 we were chosen as co-captains. I guess longevity has its perks.

Had a couple of other trips, played a little on my trawler when the weather cooperated, went to several operas in NY and where friends were singing across the country and otherwise enjoyed year six of retirement.

I've started this year out right running in the four mile Midnight New Years Eve run in Central Park. Finished too!

Thanks to all the stuffers and workers who do the news letter.

See you around. *Tom*

**BILL RAIMER**—PO Box 1480 Battle Ground WA 98604

Hello Cleve: Well, I'm later than ever with my dues. I can't seem to get it there on time even with a note on the calendar! Included a bit of interest for the coffee kitty.

A few highlights from a year that went by quicker than most: Celebrated my mother's 90th birthday in Sept. About 75 family & friends in attendance (rented the church hall.) No.1 son (UAL pilot) absent--wife was giving birth to our 7th grandchild, also No.2 son who lives 3,000 miles away and couldn't get off work anyway. The grand old gal is healthy & spunky as ever. What a blessing!

Shortly thereafter went to my Air Force pilot class reunion (PHX) for 5 fun days. Big turnout (several retired UAL pilots there.) Like old home week. Seems most of my lifelong friends have worn wings

at some time. (Great choice of life-work, huh!!) Spent much of the remainder of the year (well into Jan '04) with a chainsaw--65mph windstorms, snow and ice storms, and dozens of fallen trees--34 alone across our 3/4mi. long private road (10 families). Got 20 inches of wet snow--somewhat unusual for Southwest Washington--(don't laugh, I grew up in Wisconsin!) followed by low temperatures. Then a "pineapple express" roared into the Pacific NW dropping moisture thru the cold air. Everything was coated with an inch of ice thanks to freezing rain. Nothing to do but hole in! Plenty of firewood, supplies, generator gasoline and, oh yes, champagne! Isn't retirement great?

*Bill & Jeni*

**BILL RENNIE**—7060 Big Springs Ct, Las Vegas, NV 89113 SEA SFO IAD LAX

New address but spend most of the summer months at the Oregon Farm. Two of our five children and two grandsons live in Las Vegas and I really enjoy it till it gets above 110 degrees, then we leave.

Next month will be 11 years since my last trip from Auckland. It seems like yesterday. I am still busy finishing neglected projects on the farm with a lot of 12 hr days during good weather, and a new house in Sunriver, which may become our summer home. I do find time to fish the McKenzie and the Oregon Coast for salmon occasionally. Have pretty much given up golf as a failure and skiing for bad knees.

I continue to be blessed with good health. However, Suzanne was diagnosed with Leukemia 3 years ago. The first year was rough but she is doing well now with a new medication recently approved and under the care of wonderful Doctors at Oregon Health Science University in Portland. We go regularly to Vegas, Hawaii and Mexico and are planning a trip to Rome in early summer. We have and still do travel in spite of the new restrictions. A beautiful 1950 Bonanza is my favorite pastime. I have a great partner. We went to Muelege MX., Baja, last Feb. with 10 other Bonanzas from the West Coast. Last October, I road shotgun for a friend from Sunriver to New Orleans for a business trip in his V-35. I continued on to Pensacola to visit the Naval Air Museum in commemoration of my 50th anniversary of flying, where it all began. What a great trip. Brought back memories of DC-3 days with West Coast Airlines in the late 50's.

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I think often about those on the line in these troubled, uncertain times and those who retired after I did and lost some of the good stuff. I am very grateful for what we have. Thanks to the RUPA staff and everyone who helps put the magazine together.

Thanks, thanks, *Bill*

**RANDY RYAN**—5930 E. San Marino, AZ 85715  
520-797-3912 [randelryan@aol.com](mailto:randelryan@aol.com)

Hi, Cleve, Another year. Good health for Pam and me. More tennis and golf for me and still more decent work for Pam at the Arizona Sonora Desert Museum and volunteer teaching lots of courses for the American Red Cross.

By early 2003 we found that we were spending so much time driving to our club for golf and tennis that we decided to sell our house in the foothills and move closer to the club. When a house came on the market close to the club we bought it. We then put our foothills house on the market and the good news is that it sold very quickly. The bad news is that it sold so quickly that we are now living full time in our motor home. The house we bought was so old and would cost so much to "remodel" that we decided to tear it down and build all new. How old? Well, it had blue shag carpet throughout, harvest gold appliances, very low ceilings, was very dark, and it even had the old square four prong phone jacks. With luck we hope to get started building in February and move in before Christmas. How's that for optimism?

We are having a lot of fun putting together what is turning out to be semi-annual luncheons for the retired pilots and spouses in the Tucson area. All retirees living full time near here are invited, and we would love to have any snow birds in the area attend as well. All anybody interested has to do is call me (or send me an e-mail) and I add them to the mailings. The next luncheon will be in late March.

Since flying is SO much fun these days we drove to Florida to spend Thanksgiving with my mother (She'll be 90 in July!) Prior to that we had driven to the Bay Area for the RUPA convention, (lots of fun to see so many familiar faces,) to Santa Fe, to Palm Desert for the ALPA tennis tournament, to Salt Lake City, to Pinetop, and, of course, I may have forgotten a few other places.

We give thanks for surviving another year of United's travails, are thankful that our daughter, our son, and their spouses all are healthy and have jobs in these wonderful economic times. *Randy*

**BERNIE STERNER**—839 S. Euclid Ave, Villa Park, IL 60181 52-88 MDW-ORD

I hit the big 76 this in February so have completed 16 years of retirement. Sure did go fast. My personal thanks to you Cleve and your helpers for all you do to get this published. I know you are doing double duty right now.

Rachel and I seem to be in good health. Not much traveling going on with us. One trip to FMY (RSW) in Oct and one trip to HOU in Nov. I did go to a funeral at National Cemetery in Riverside CA for a former Marine and later an Air America pilot during Viet Nam. He was one of the last out of Saigon on that fateful day in 1975 on that published heli. He had full military honors--21 volley salute--six honor guards--fly-by with T34 and missing plane salute. A real tear jerker.

Next day I went to LAX to fly home. I was the first non-rev. to board a flight after approx. 800 boardings. Every plane filled with rev. space available. I think back in my day when we would sell extra lift (advanced section-extra flights) sure was a way to make extra money. However, times do change as we are experiencing now.

In view of what is going on now, one of the smartest things we did was starting the "B" plan and the option to roll it over in an IRA. I just completed six years of compulsory withdrawals and I am very happy with the process. *Bernie*

**EDWARD F. STREHLOW**—5 Lodge Pole Ln, Pinehurst, NC 28374 MDW ORD 1946/1980

Hi Cleve, Check in time with check enclosed. Always look forward to the *RUPANEWS*, and do appreciate the work done in publishing it.

No exotic travels this year. The usual old age afflictions. Married 60 years June 2004 to a wonderful wife. First great





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## A PILOT'S WORLD

You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; they show up looking fresh. There's a brisk, young-old look of efficiency about them.

They arrive fresh from home, from hotels, carrying suitcases, battered briefcases, bulging, with a wealth of technical information, data, filled with regulations, rules.

They know the new, harsh sheen of Chicago's O'Hare. They know the cluttered approaches to Newark; they know the tricky shuttle that is Rio; they know, but do not relish, threading the needle into Hong Kong. They respect foggy San Francisco. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the Berlin Corridor, New Orleans' sparking terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather, they recognize the danger of an ice-slick runway at JFK.

They understand about short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: complacency.

They remember the workhorse efficiency of the DC-3's, the reliability of the DC-4's and DC-6's, the trouble with the DC-7's.

They discuss the beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 and a Convair.

They speak a language unknown to Webster. They discuss ALPA, EPR's, fans, mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline one's senses.

They buy life insurance-but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing.

They concede that the glamour is gone from flying. They deny that a man is through at sixty. They know that tomorrow, or the following night, something will come along that they have never met before; they know that flying requires perseverance. They know that they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror."

As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic yet bonded together. They are family men, yet rated poor marriage bets. They are reputedly overpaid, yet entrusted with equipment worth millions. And entrusted with lives, countless lives. At times they are reverent: They have watched the Pacific sky turn purple at dusk. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow up on the Rockies.

They remember the vast unending mat of green Amazon jungle, the twisting silver road that is the father of Waters, an ice cream cone called Fujiyama, and the hump of Africa.

They have watched a satellite streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens.

They have marveled at sun-streaked evenings, dappled earth, velvet night; spun silver clouds, sculptured cumulus: God's weather. They have viewed the Northern Lights, a wilderness of sky; a pilot's halo, a bomber's moon, horizontal rain, contrails and St Elmo's Fire.

They have learned to accept these challenges everyday, they have realized a complete removal from earthy attachments, and they have reveled in a sense of high suspension.

Only a pilot experiences all these. It is their world. Writer Unknown



grandson in July. *Ed*

**HARRY S. TYREE, JR.**—13995 Vintage View Dr, Abingdon, VA 24210

Dear Cleve, Here's the postage check plus extra for miscellaneous expenses.

Five years into retirement and it beats the best schedule I ever held. Golf, yard work, remodeling the house, and visiting kids and grandkids fill most of our time.

I really appreciate the job all you guys and gals do to get us the *RUPANEWS*. I love being able to stay in touch.

My condolences over the loss of "Jock".

My best to all, *Harry*

**ROBERT E. VICK**—211 Gilchrist Ave, Alpena, MI 49707

Hi, Just a few lines. Still here in Alpena enjoying the winter. Just having sold the condo in Ft.

Myers has something to do with it! Going to look around both Sound & Stuart area for something else soon.

It'll be 14 years in February and counting. Everything is fine here at the Vicks. *Bob*

**BOB & EVELYN WILLIAMS, JR**—34 Hidden Valley Airpark, Denton, TX 76208

Dear Cleve, Here are Bob's dues. We went to Houston for Thanksgiving and he went into the hospital November 30<sup>th</sup> and is still there. We were in St. Lukes and now are at Kindred. Don't know when we will go home.

Bob flew a Moony to Sun & Fun, went to Oshkosh on United, took an Alaskan cruise, and that was our travel for the year.

Really enjoy the *RUPANEWS*, thank you for all your hard work. *Evelyn*

**JACK WINK**—3600 Galt Ocean Dr. #5C, Ft. Lauderdale, FL 33308

Hello Cleve, Nothing much to report other than usual trips to visit children. I did, however, have a

## IN MEMORIAM

HUMERUS event when I fell and broke my humerus bone while playing tennis. I didn't find it all that HUMOROUS though! They say it only hurts when you laugh, so I spent a few weeks laughing during therapy!

Thanks to all who contribute to the newsletter.

*Jack*

### ROGER CANTERBURY

Roger Canterbury a UAL dispatcher, flew west on February 2<sup>nd</sup> 2004. Roger was in SFO until UAL consolidated dispatch and then he moved his family to the Chicago area. When he dispatched a flight it had the fuel he thought should be on it not what UAL wanted. He was short in stature, but a GIANT of a man. I was fortunate to make friends with him on one of his fam flights. He joined me on my last flight with UAL in 1996, JFK/SFO. He will be greatly missed.

*Stephen Moddle*

### JOHN RANDALL DONAHUE

John died August 16<sup>th</sup> at age 67. "Ran"/John is survived by his wife Bernice Fouhey, a son, grandchildren, and many other relatives.

Ran graduated from Commerce HS, Boston MA, in 1952; Massachusetts Maritime Academy, Buzzards Bay, MA in 1956 and received his Navy commission of Ensign; earned his Masters degree in American Studies/Education from Fairfield University, Fairfield, CT. Following his graduation from Maritime Academy, he successfully completed the Naval Aviation program in 1958 and married Bernice "Bernie" and was assigned to a top secret squadron at Port Layutey, Morocco, Africa and Rota, Spain. Lt Donahue served his next tour in flight squadron VS-22, based aboard the carrier, Lake Champlain in Quonset Point, RI, and picked up Alan Shepherd and his capsule in off-shore waters. Lt Donahue achieved the distinction of being the only squadron pilot to complete 200 safe take offs and landings aboard the carrier and was awarded the Tailhooks from his 100th and 200th landings. Ran taught in Naval Officer's

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School, in Newport, RI for two years. In 1964 he was honorably discharged from the Navy and joined United Airlines as a pilot, based in NY. He was a member of Black Rock Yacht Club, Bridgeport, CT for 20 years, serving as Commodore in 1995. Ran also served as an Airlines Pilots' union rep in NYC for many years.

Ran was medically retired with heart problems in 1991. He and Bernice moved to Bonita Springs, FL in 1996, where he resided until his death.

Ran was a member of the Tailhook Society: MMA alumni: ALPA, RUPA, Spanish Wells CC and a parishioner at St. Leo Church, Bonita Springs.

### **MRS. MARY KELLY GARLOW**

Mary Kelly Garlow, widow of Capt. Mel Garlow died Feb. 2, 2004 in Bradenton, Florida and was buried at Arlington National Cemetery.

### **MRS. GEORGE “Billie” HOWSON**

My mother Billie Howson died December 2. She would have been 98 that month. She was happy, healthy and active, and living in Maui. She enjoyed spending time with her family and liked to go out with us to movies, concerts and plays.

I spent the morning with her the day she died. We talked, told stories, and laughed a lot. Her sense of humor got even better as she aged. We read the paper; she commented on Dear Abby. We ate her favorite chocolate, Dove Promises. I asked her whether she preferred the dark chocolate or the milk chocolate ones. She said that her favorite was whichever one she was eating at the moment. That comment characterized her last years. She was happy to be alive. And she was quite ready to join Dad, her husband George, on the other side. That evening she got her wish.

I and my sister and her children and grandchildren are very proud of our mother and father. And we are proud of their dedicated work for so many years with RUPA. When my father had a heart attack in 1964 and was forced to retire, he felt like he had been given a death sentence. Getting involved with RUPA brought him back to life, and his decades of service as RUPA's secretary-treasurer gave his life meaning and purpose. And

my mother was right beside him, reading letters, editing, and folding and stuffing. They were both able to stay connected with old friends and remain active and involved for many years thanks to RUPA. *Owen Howson*

### **SIDNEY J. NELSON**

Sid died January 13, 2004, in Bellevue, WA. A long-time resident of Cupertino and Menlo Park, CA, he had recently relocated to be near his daughters. He was 99 years old. Born in Sparta, WI, in 1904, he was raised in Wisconsin and attended Ripon College before joining the Army Air Corps as a cadet in 1928. He received his commission in 1929 with Curtis LeMay, who later became director of the U.S. Strategic Air Command. After earning his commercial pilot's license, he worked for Ford Motor Co. testing tri-motor airplanes and flying freight between manufacturing plants. He went on to fly mail and passengers for National Air Transport, part of United Airlines. In 1931, Sid married Thelma Carpenter, a nurse, and he continued his career as a United Airlines pilot until his retirement in 1964. During WWII, he flew troops and cargo to Alaska and later to the Pacific under United's contract with the Air Transport Command of the Army Air Corps. After the Japanese surrender, Nelson piloted the first plane of former POW soldiers, nurses, and missionaries from Japan back to the United States.

His wife, Thelma, preceded Sid in death in 2002. He is survived by his two daughters, four grandchildren; three great-grandchildren; and two great-great grandchildren. Remembrances may be made in his memory to Treasurer, Retired United Pilots' Foundation, 11165 Regency Dr, Westchester, IL 60154

### **GORDON DAVID “JOCK” SAVAGE**

Gordon David “Jock” Savage passed away February 2, after a three year battle with lung cancer. Jock was born in Glasgow, Scotland, on October 12, 1932. He attended Allan Glen's high school and joined the Royal Air Force's (RAF) Air Training Corps at age 14, attaining the rank of sergeant.

He then joined the RAF in 1951 where, as a Flying Officer, he served as a jet pilot at RAE Tangmere, England on Gloster Meteors. It was there he met



his future wife, and love of his life, Sheila.

Following their marriage in March of 1955, he joined the Royal Canadian Air Force where he served as an instructor on Lockheed T-33's at Portage La Prairie, and also flew F-86's with 434 Sqn. in Zweibrucken, Germany, resigning from ADCHQ, Montreal as Flight Lieutenant. In 1967, he joined United Airlines as a DC-6/7 flight instructor, retiring as a B-727 Captain in 1992.

He was an active member of the Air Line Pilots Association local and the Retired United Pilots Association, for many years editing their publications. He was also a delegate to the San Mateo Central Labor Council, for whose "Labor" paper he was a regular contributing editor. He was a member of 1(F) Sqn RAF Assoc., Sabre Pilots Assoc. of Air Division Squadrons (SPAADS); 900 Wing, Air Force Assoc. of Canada; F-86 Sabre Pilots Assoc.; Queen's Club NATO officer's dining club; the ACLU, and Public Citizen.

A resident of Belmont since 1969, he is survived by his wife, Sheila, three children, and six grandchildren. A private memorial was held.

In lieu of flowers, a donation in Jock Savage's name may be made to: RCAFA for air cadet pilot training, 900 (Golden Bear) Wing c/o Barney Hagen, Assoc. Secty., 749 Montclair Dr, Santa Rosa, CA 95409-2865.

## CAPTAIN GORDON D. "JOCK" SAVAGE

A trade unionist, labor educator, writer, editor, and a leading figure in the history of ALPA's Council 34. Jock Savage was one of those remarkable, larger-than-life people who had a tremendous effect on all those who came in contact with him. Witty, erudite, and hard-working, he was a passionate champion of the underdog, and a proud liberal democrat. Jock never relinquished his deeply-felt belief that the essential goodness of humanity would eventually result in a fair, just, and equitable world, and all that was needed to open people's eyes was education. A product of the famous Scots tradition of outstanding education (he attended Allan Glen's School in Glasgow, well known for its scientific and technical training, now part of the University of Strathclyde). Jock was one of the most intelligent and well-read people I have ever met. The breadth and depth of his knowledge never ceased to amaze me-- he was equally at home discussing Robert Burns' poetry or the philosophy of Spinoza as he was aviation and labor history.

I first met Jock in 1986 shortly after I transferred from ORD to SFO; he was reading the first issue of *Z Magazine* while waiting for the employee bus at SFO. (*Z Magazine* at that time had about 35 subscribers, of whom two were Jock and me.) This was the first time I had met another pilot who wasn't a knee-jerk Republican, and I knew immediately I'd found a kindred spirit. He soon roped me into helping out with the *Bayliner*, Council 34's magazine. The *Bayliner* had started out in the 1985 strike as a newsletter called *The Breadline Gazette*; Jock took over the editorship and turned it into the best local council magazine in ALPA, winning numerous awards in the process. Jock always said his task as editor was to "afflict the comfortable and comfort the afflicted"; needless to say his tenure as editor was not without plenty of controversy! Even in retirement, and despite suffering from a tumor in one lung for the past few years, Jock still did more for ALPA and trade unionism than 90% of current ALPA members. He was Council 34's representative on the San Mateo County Central Labor Council and also on the SFO Airport Labor Coalition. He wrote a wonderful and wide-ranging monthly column for the newspaper *San Mateo Labor*, and was editor of the

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Retired United Pilots Association (RUPA) magazine.

I never had the pleasure of flying with Jock as my captain, although I have quite a few friends who did. Ted Diehl spoke for all of them when he wrote, "I flew with Jock many times on the 727. I remember thinking back then that Jock was the kind of Captain I wanted to be." And Dave Goudeleck wrote, "I plumbed on the 727 for Jock and I loved every minute of it! Certain individuals just light up the surroundings when they walk into the room and Jock definitely did that." Jock and his wife Sheila's parties at their house in Belmont were legendary, and all the stories are true.

Jock was a gifted and talented writer, as readers of his columns, and will know. He wrote, and wrote--he just couldn't stop writing. He kept up a voluminous correspondence with his world-wide circle of friends right up to the day before his death. The only time he paused--very briefly--was while undergoing chemotherapy.

Some of the happiest times of my life were spent with Jock, first during all those years we worked together on the *Bayliner*, and then, in recent years, when Jock, Todd Daniels, Kim Nielsen, and I would get together for lunch and beer at St James Gate pub in Belmont. The waitress at the pub always knew to bring Jock his beer served in a warm glass. We had been planning to meet for lunch on the day that Jock passed away. Sheila called me in the morning to tell me the sad news. We decided to meet for lunch anyway, because that's what Jock would have wanted, and we drank our beer in warm glasses, talked about politics and aviation, as we had on so many occasions with Jock. In Jock's company, I was completely happy, because he knew me so well. He was like a father to me, and yet more than a father, because we had so very much in common. Father, brother, best friend. He was all of those, I miss him immensely. The world is a better place thanks to Jock!

Captain *Joe Doniach*

### **GORDON DAVID "JOCK" SAVAGE**

Council 34 in particular, but also both the active pilots and retired pilots of United, owe a huge debt of gratitude to Captain Jock Savage.

For several decades Jock spent countless hours

every week behind the scenes, providing information and editing various ALPA journals on behalf of his fellow pilots. He was always a gentleman and a scholar, never refused the call for help, made the deadlines and thoroughly researched whatever project he was working on at the moment and his dry wit endured through it all.

Under his editorship the council 34 monthly newsletter became a sought-after item across the system and was frequently quoted and held as an example by the UAL-MEC and ALPA national. Even in retirement and when his health started to deteriorate, Jock continued his selfless efforts on behalf of his fellow pilots and worked on the *RUPANEWS* to the very end.

Jock will be sorely missed and his prodigious efforts throughout the years for the pilot group are greatly appreciated. *Alex Brayham*

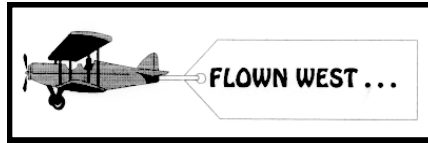
### **MRS. BARBARA E. (Bobbie Vanderhoop) TAYLOR**

Wife of Captain Ron Taylor passed away at home on January 20th. She was diagnosed with cancer in August. Bobbie joined United Airlines as a stewardess in April 1946, and flew DC3s out of Chicago. Transferring to Seattle, she met Ron on a flight in May of 1949, and they were married in November, 1954. She is survived by Ron, three



daughters and nine grandchildren

A great wife, mother, sailor, and traveler, she will be missed by all who knew her.



JOHN RANDALL DONAHUE	8/16/2003
BRUCE A. WHEELER	12/2/2003
ROBERT F. ROGER	12/7/2003
MARIO A. LICAUSI	12/8/2003
*JIM MURPHY	12/12/2003
JOHN R. BONSWOR	12/15/2003
NORWIN W. BUETHE	12/24/2003
ALFRED P. CRISFIELD	12/25/2003
ROBERT F. CLOUGH	12/27/2003
WESTON V. LEECH	12/29/2003
ROGER CANTERBURY	2/2/2004
GORDON DAVID "JOCK" SAVAGE	2/2/2004

\* *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*

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## 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—*Best Western En Suites Scottsdale Airport, 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

### Semi-Annually Scheduled Lunches

- 4th Tue** Mar, Nov. Tucson—*Tucson Country Club*—520-797-3912

**Deadline: March 24, 2004**

**Mailing: April 7, 2004**

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**PERIODICALS**

### **RUPANEWS**

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