



RUPANEWS

Journal of the Retired United Pilots Association

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July, 1999

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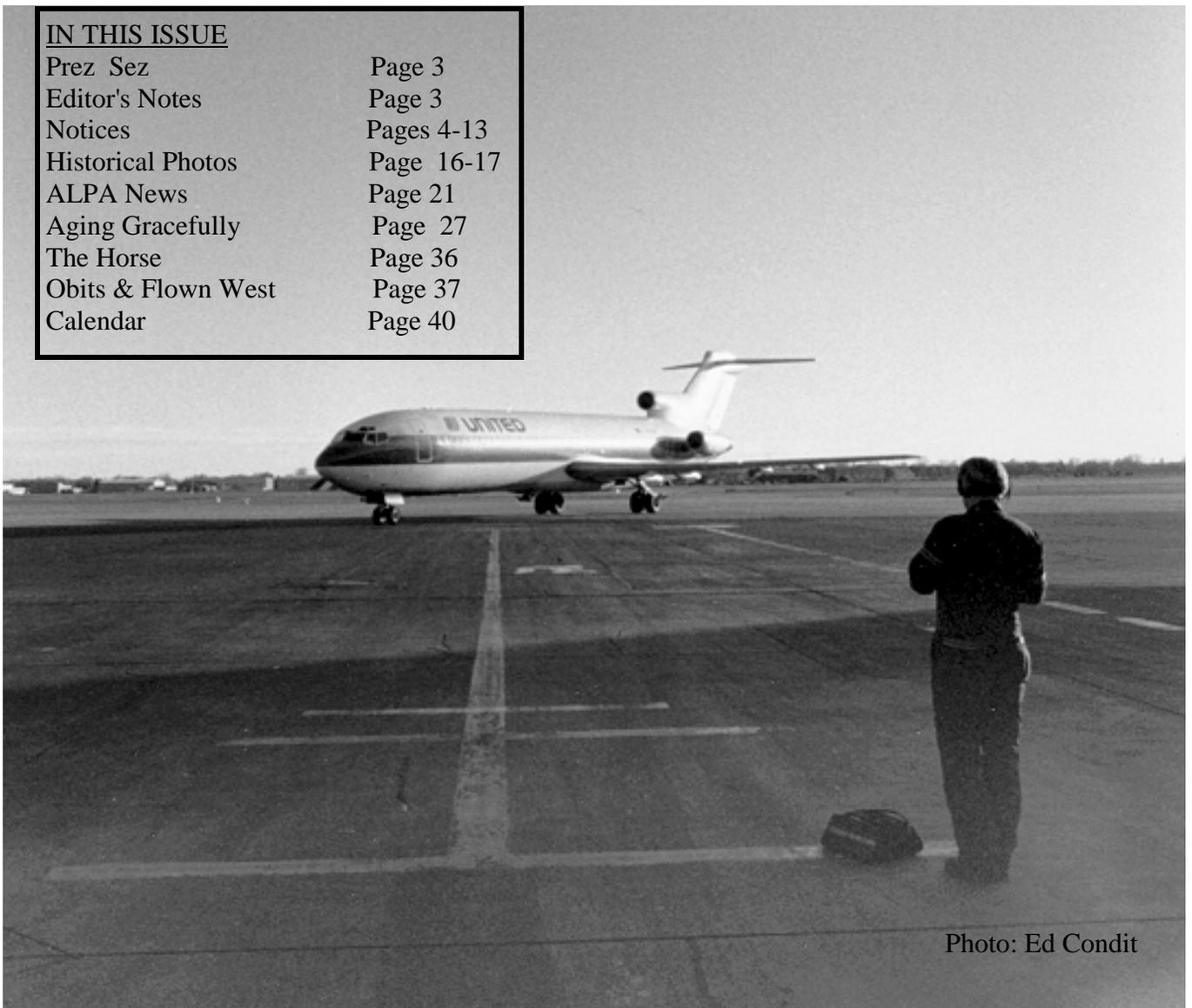


Photo: Ed Condit

RUPANEWS

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PREZ SEZ

Your Collective Royal Airworthinesses: What with summer finally upon us, [at least in Northern Cal.] and Stear-person flying to do, outdoor band concerts to play, and "HOG" riding all over the place, I can't get overly en-thused about writing this bird cage liner, much less all of you reading it! - But anyhow, I'll have at it.

Bruce McLeod, our very capable "Webmeister" is back in the local area, with the web site up and running! Check it out! [www.rupa.org] There are some questions and answers there already.

There has been a minor misunderstanding in our ranks about who qualifies for RUPA membership. Although the bylaws are quite clear, (RETIRED pilots and Flt. Ops. Personnel) most of us feel, I believe, that active duty folks may join as well. Perhaps a correction of the bylaws should reflect this, so that there will be no more confusion for the future (agenda item for the convention).

We now have an active nomination committee in place, chaired by Capt. Jim Olson. (James E.) If any of you are interested in "defrocking" myself, or the other officers during the convention, he is the man to contact. His contact numbers are, of course, in the directory. The other members are: Tom Holden, Andy Mantha, Jim Miller, and Ray Brooks.

The last matter I wish to address is the crash of TWA 800 (17 JUL 96) in NY harbor. I am the executor of two estates of very close friends who met their demise in this tragedy, so I have been following it closely. On June 14th, I went to a presentation in the LAX area, given by the fellow who is heading up the independent investigation of the matter. His name is Cmdr. William S. Donaldson, USN, Ret. I won't go into all the details, because the stuff is available on the various websites, etc. I will just say that I firmly believe that TWA 800 was indeed shot down by a terrorist missile, and has been covered up, and probable causes given that are completely misleading. The reports given by Cmdr. Donaldson, his crew, and various laboratories are just too professional to be dismissed as "Tommyrot," etc. My point is, I would like all of you to bring up the Website, and see what it has to say, and come to you own conclusions: www.twa800.com

His address: Cmdr. Bill Donaldson

Aviation Mishap Analyst

PO 90

Clements, MD. 20624

E-Mail: bobdonaldson@yahoo.com

That should be enough for now, gang! Have a great summer, and we'll see you in Las Vegas in November, for which the plans are going nicely, nicely, thank you!

Your Humble "El Supremo", Bill

Editor's Notes

This issue contains another historic photo of the entire staff of another United station, this time SLC, courtesy of member George McDonald who has lent *RUPANEWS* his copy to reproduce. He has also provided a fairly complete list of the subjects. Senior readers are invited to fill in the gaps.

Susie Clack sent me the list of names she transcribed from her mother's copy of the PDX photo we published in the May issue, another opportunity for our senior members to check their memories.

Member Phil Johnson kindly lent me five photos of Flight Engineer graduating classes from the forties in CYS. I will be printing them in subsequent issues, probably with a month's intermission between them, so as to allow time for comment on or by the personalities involved - for all the participants are holding name boards in front of them in one mass "mug shot."

Now on to matters financial. I had noticed that the premium for my Medicare full supplemental UAL insurance had increased by about 17%, starting last January. Since this is about eight times the most recent cost of living increase, I was curious what the justification for the rise might be, and enquired of my MEC R&I contact, Lisa Kwilas, if the committee still had oversight on this matter. She replied that the committee is discussing the costing method with the company. She continued, "Remember that it is a self-funded program, and if there are a lot of high cost medical conditions in the pilot community, then the premium can fluctuate dramatically from year to year."

This seems to me to be a local illustration of the problems facing Medicare in general, the breaking up of the pool of insured into competing health plans. The easiest way for insurers to keep premiums low and thereby win more enrollees is to attract the healthy and avoid people who are sick and will run up heavy claims. Not only

insurers, but also healthy beneficiaries have a short-term stake in this separation, since they pay less (in an HMO) until they need health care. But this fragmentation of risk selection undermines the pooling of risk that insurance is supposed to provide. It will be interesting to see how this all plays out.

In the matter of the coding of Form 1099R for ESOP distributions, raised by Captain Vanderbilt recently, I received the following from Liz Koby, ALPA's Sr. ERISA attorney, via Linda Rafi, Sr. Benefits Specialist on the UAL-MEC.

"Linda: You forwarded to me an article from the April 1999 *RUPANEWS* entitled "ESOP 1099R Alert" contributed by Captain Robert A Vanderbilt (Retired). The article concerns the form 1099R sent out by State Street Global Advisors (the ESOP Trustee) to retirees who made direct rollover to an IRA of all or part of their accounts under the qualified ESOPs (ESOPs 1 and 2) Captain Vanderbilt pointed out that State Street inserted the wrong code in Box 7 of the Form 1099R he received for his 1998 tax year. The correct code should have been code G, which indicated a "Direct rollover to IRA." Instead, State Street used code H, which indicated a "Direct rollover to qualified plan or tax-sheltered annuity or a transfer from a conduit IRA to a qualified plan."

Marian Durkin (Company attorney) and I brought this matter to the attention of John Camp at State Street, who stated that henceforth, the correct code will be used for all qualified ESOP distributions. In addition, all of us agreed that, regardless whether Box 7 shows code G or H, because it still indicates that the qualified ESOP distribution was rolled over in a direct rollover, the taxation of subsequent distributions from the IRA accepting the direct rollover will not be impacted in any way. Nevertheless John Camp advised that a retired pilot wishing to obtain a corrected 1998 1099R indicating code G rather than code H may do so by contacting State Street, in writing, at the following address:

State Street Global Advisors, Location JM2, United Airlines ESOP, 3 Batterymarch Park, Quincy, MA 02169. The corrected 1099R will be sent out within two to three weeks after State Street receives the retirees' request. Liz"

Good catch, Bob!

The last item concerns *RUPANEWS* mailing costs. In order to preserve the mailing rate we presently have, it seems that the Post Office deems that we must have advertising filling less than a given percentage (I think it is 27 %) of the publication. We carry no paid advertising, but the Post Office considers all our lunch meeting notices to be advertisements if they include the dates of forthcoming meetings. The June issue was deemed to have about 25% advertising because of the number of column-inches devoted to lunch bunch reports, merely because one line in them mentioned an upcoming meeting. Hey, I don't make the rules! So what I'll be doing to ensure that we don't exceed the mandated maximum is removing all references to future meetings from the notices sent to me, and ensuring that they are in the calendar on the back page, where they're usually duplicated anyway. There is no need for local correspondents to change anything, for I'll excise the offending dates after getting a memory jog from them. Ed.

RV RAMBLE

By Ken Ellis

A group of RVers is planning to attend the RUPA Convention and stay at the *Oasis RV Resort* (Ph. 800-783-3784). The resort is about 5 or 6 miles south of the main part of the "Strip" and is a very nice facility.

Prior to that, we are planning the "Jim Hyde Memorial Roundup" at *Chula Vista RV Resort* (80-770-2878).

Anyone who wishes to attend is welcome, and can make their own reservations. Diane and I plan on being in Chula Vista the last week in October and the first week in November, then on to Las Vegas.

Anyone wishing more information may call me, Ken Ellis, at 831-659-4657

**PLEASE SEND ALL
POSTAGE CHECKS
and
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to
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Please send all postage & address changes or other INFORMATION to me by one of the following methods.

**Use answering/FAX machine... "1-800-787-2429" or
E-mail me on CompuServe 105300,427**

Those not on CompuServe 105300.427@compuserve.com

or

Snail Mail--1104 Burke Lane, Foster City, CA 94404

INFORMATION about Membership & Postage Fees.

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

Annual Postage Fee.....\$20

U. A. Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to:

**Capt. T. S. ATed@ Bochniarz, Treasurer
11165 Regency Drive
Westchester, IL 60154-5638**

FLIGHT CREW BARBEQUE

Charles D. Barnard, 1943-1981; CG, LA.

Margaret and I would like to invite all Flight Crew members, Dispatch personnel and friends to a catered barbeque at the Barnard ranch, 505 West Fairview Road, Ojai, California on Saturday, 10 July 1999.

We will meet in the Oak grove where the picnic tables are located, and beside the small stream. We will be on dirt and leaves, so wear old shoes. It will be warm, so wear casual clothes.

A charge of \$22 each gives guests their choice of either barbecued chicken or New York steak. Also offered will be salad, beans, and French bread. Fruit pie and coffee are the desert. The coffee is Kona coffee, grown in the Hawaiian Islands.

Ice, mix and glasses will be furnished; bring your own liquor. The party starts at 2:30 PM, but dinner will not be served until 5:30 PM, so there will be time for socializing.

Many would like to stay overnight in the Ojai Valley; arrangements have been made for a discount at the Best Western Motel, the Casa Ojai, for guests who mention the barbeque when calling them on their own number, 800-255-8175.

Since this is a catered affair, a check must be sent with your reservation. The money goes to the caterer, the hired men, to the rental company which rents us additional tables, and for supplies. Send checks for \$22 each to:

Charles D. Barnard, 5410 Bedford Ave. Los Angeles CA 90056-1009

REGISTRATION FORM FOR RUPA CONVENTION '99

Obtaining accommodation is the sole responsibility of the member. Reservations may be made directly with the convention hotel, Harrah's Hotel and Casino, by phoning 1-888-458-8471. To obtain the special rate of \$55 per room per night between the 7th and 11th of November, 1999. mention "Group code retired" when booking.

Name. _____ Companion/spouse _____

I enclose \$15 per person registration fee \$ _____

I enclose \$35 per person for the convention banquet on Wednesday, 10th Nov. \$ _____
 Selection: Prime rib _____ Salmon _____

Interested members are encouraged to register early for events in which they wish to participate, so that the organizers may be assured that they will have the minimum number to hold the event. Some activities could be cancelled for lack of interest. If you register for an event that is subsequently cancelled, your money will be cheerfully returned. If you do not wish to register at this time, please indicate if you intend to participate by checking the space for entering the fee.

The present tentative schedule of events is:

Tennis (minimum 20 required) afternoon of Nov 8th, at Flamingo Hotel courts. Round-robin tournament. Fee \$15 per person - soft drinks, tips and prize. State level of play. _____ \$ _____

Golf: Nov. 8th at 9 a.m., Nov 10th at 7:30 a.m. Fees are \$165 per person for green fees (total), transportation to and from course and prizes. Enter handicap _____ \$ _____

Sporting clays (minimum 10 needed). Nov. 10th a.m. Costs will be minimal. \$30 per person/round. Shotgun rental \$5/day plus ammo and transport to and from Nellis AFB. Total fee to be advised. Check on the line if you plan to shoot. _____

Lake Mead Lunch Cruise (Minimum 25 max. 60). Nov. 9th. \$35 p.p. covers Transportation to/from boat, box lunch and soft drinks. Cash bar. Cruise time via Hoover Dam 1:30. \$ _____

Tour of USAF Thunderbirds facilities at Nellis AFB. This is still a work in progress. We hope to organize, at minimal cost, a tour with, possibly, lunch at the Officers' Club at Nellis. It will likely be limited to only 50 people. Check if interested . _____

Total \$ _____

The cut-off date for registration for all events is 1 September, 1999.

Send your personal check made out to RUPA to Secretary/ Treasurer, Cleve Spring at the address on pg. 5

Northcoaster June Meeting

The June meeting of the Northcoaster Ruparians was held on Thursday, June 17, 1999. Those in attendance were:

Dick Orr, Jim Tight, Clara Ann Fain, Barbara Ciuca, Rick Ogden, Bill Clerico, Bill Dilzell, Don & Bev Karaiskos, Jack Heiszek, Ed and Barb Griffith and Ken Wheeler.

Prior to dining, a moment of silence was observed in memory of those from our group who have recently "flown west" - Dave Boyce, William "Buddy" Fain and Art Bentsen. The group also welcomed its newest member who joined the ranks of those who "wonder how they ever had any time to work" - Rick Ogden. Rick retired in June. Rick's "better half", Ronnie, is a UAL Flight Attendant who will keep working so that Rick will be able to support his golfing habit. Welcome to our ranks Rick and may you have a long and healthy retirement.

Ken Wheeler, who takes turns with Bill Christie in the joke-telling department, related the "joke of the month" to the rest of the group, and as usual a good time was had by all.

Respectfully submitted, *Don Karaiskos*

Denver "Good Ole Boys"

Dick Wagner, Golden, Co.

15 June 1999

Twenty "Good Ole Boys" showed up this rainy day. Denver has been having a very wet Spring, with thunderstorms and hail somewhere in the area daily. I think Les Shea thought it felt like Seattle. Our Country Buffet Restaurant, under new ownership, seems to have improved the food, and we met in the back room all to ourselves. Glad to have guests anytime, check the calendar on the back page. The Country Buffet is at 7200 West Alameda (Villa Italia Shopping Center).

Those present were:

Bill Bates, Dick Wagner, Jim Tally, John Holody, Bill Hoygaard, Leslie Shea, John Thielen, Bill Meston, Babe James, Duane Searle, Ricky Davidson, R. O. Stewart, Virg Vaughan, Ed Riehl, Russ Ward, H. W. Reid, Bill Pearce, Curly Baker, Bill Fife, Jim Harris.

AIR LINE EMPLOYEE

6500 West 65h Street, Suite 201 Chicago IL 60638 708-563-9999 Fax 708-563-9958

Up until now, the only way we have had to introduce the *AIR LINE EMPLOYEE* to airline employees and those associated with the industry is through lists of names and addresses our friends and subscribers have sent us, or by these same people passing the magazine on to a friend.

Even though the *AIR LINE EMPLOYEE* has been well received by our present readers, we have been limited in our access to potential subscribers. If you could supply us with names and addresses of your friends in the industry or anyone you think might be interested in aviation news in digest form, we will be happy to send them a copy of the magazine and subscription form for their use if they like what they see.

We believe our magazine will appeal to anyone involved in the airline industry - pilots, flight attendants, mechanics, customer service employees - active or retired. In fact, several of the airline pilot groups have sent lists of both active and retired pilots to whom we have mailed a copy of the magazine. Rest assured, any names and addresses we receive are used solely for the purpose of a one-time mailing of the *AIR LINE EMPLOYEE*.

Thank you for any assistance you can give us in expanding our subscription list. Any comments or suggestions will be appreciated.

The Editorial Board *AIR LINE EMPLOYEE*

While we wish to be of assistance to a fellow aviation employee magazine, it is against RUPA policy for us to release our address list. Interested members should send their addresses to the Air Line Employee to avail themselves of their free offer, and then subscribe (\$15 p.a.) if they like the product. Ed

**RETIRED AIRLINE PILOTS ASSOCIATION 1999 CONVENTION
HANAIEI HOTEL, SAN DIEGO, CA
OCTOBER 28,29,30, 1999**

June Folding and Stuffing Meeting

42 members attended the June 2nd Folding and Stuffing meeting. The actual folding and stuffing took just less than an hour, but the coffee, doughnuts and schmoozing took another hour. The schmoozers are listed below.

Bob Ahrens	Floyd Alfson	Charlene Alfson	Bill Bartel
Marty Berg	Rich Bouska	Georgia Bouska	Tom Bredis
Chuck Cooke	Sam Cramb	Neil Daniels	Bob Ebenhahn
Chuck Hoffman	Dick Hooning	Milt Jines	Deete Johnson
Phil Johnson	Bob Kallestad	Cam McEachern	George Mendonca
Don Merucci	Mitch Mitchell	Bret Morris	Giles Mottl
Bob O'Leary	Sam Patrick	Vilma Patrick	Jay Plank
Walt Ramseur	Jock Savage	Jim Shirley	Bob Soergel
Cleve Spring	John Stefanki	Cliff Terry	Denise Terry
Gene Tritt	Carol Walter	Gene Walter	Ron Weber
Ray Wolff	Larry Wright		

RUPA ANNUAL PICNIC

Wednesday, August 11, 1999, 3 p.m.

Palo Alto Elks Club, 4249 El Camino Real
Palo Alto, California

Everybody's invited – family, friends, out-of-towners, retired or active! Only \$15.00 per person. Your personal steak, charbroiled to a turn, is provided. There will be the usual open bar and wines with the meal.

Make your reservation as soon as possible, but no later than July 31st, by sending your check, made out to RUPA, to Cleve Spring, 1104 Burke Lane Foster City, Ca 94404. At the same time, while you're thinking about it, call Rose Spring (650-349-6590) who has again graciously acceded to taking on the big chore of ensuring the correct proportions of: appetizers, bread, baked & BBQ beans, salads and dessert assignments, for as you know (well now you do) participants are asked to bring enough of their assigned provender for ten people per couple (enough for five if you're single). Early callers get their choice of food assignments.

We will have a supply of paper plates, paper napkins and plastic "silverware", but most folks prefer to bring their own "irons" to avoid the paper and plastic stuff. Picnic historical folklore has it that one Marine brought his own mess kit, canteen, *and bayonet!!!*

Last year's "CRAZY HAT" contest was so successful that we are repeating it, with prizes for the craziest, most creative, and zaniest hats. Home-made creations will have priority. Those showing up without a crazy hat will be asked to sing, make a speech, or sit on the hot coals! Get busy now, while there is still time. This will provide a photo-op, so don't forget your cameras.

Of course, we can always use volunteers to arrive a little early and/or stay a little late to help out on the day of the picnic. Please call this year's organizer, Milt Jines, at 650-341-4951 to get on the list

Birthday Checks Received May. 13 thru May. 26, 1999

William L Airis, Frederick A Anderson, Fred R Armstrong, William J Authier, Earl E Bach, Herbert D Baker, John W Bare, William R Bates, John W Boisseau, Orville P Braun, Ernest A Bressin, Conrad F Chambers, John F Collins, William T Collins, Richard B Cooley, Kenneth W Corbin, Kenneth J Corica, Raphael C Courtney, Norbert P Cudnowski, Gordon J Cupples, Druehl J Day, Ronald G Denk, Loras F Diedrich, Robert T Dobbins, William S Ebersole, Willis R Eichel, Leroy O Embry, Clara Ann Fain, John E Fortanas, Roger B George, Jerome R Goebel, J Bernard Hagen, Thomas J Harkins, Philip D Harman, C F Hank Henderson, Joseph A Hertrich, John B Hilderbrant Jr, Rodney M Hobson, Edward J Hoffmann, Dwight N Jackson, N Tom Johnson,

Norman B Johnson, Rex S Joseph, Kirk G Kaynor, Earl D Kelling, Hilda M Kelly, Kenneth L Killmon, Ginger Kirschner, Richard A Langford, Wesley E Leighton, Peggy Liles, Rod K Lion, Louis Lombardi, James B Long, James L Lovejoy, Joseph F Mahoney, Allan G May, Thomas P Mc Curdy, Jim Mc Cusker, Dwain C Mc Donald, Brian B Mc Kay, Cecil H Mc Leod, Lee Meador, Margaret Meikle, Harold H Meyer, Paul P Meyer, Richard M Murdock, William M Myers, Robert J O Leary, Bruce H Ohlson, Lanelle Olsen, Harry P Osborne, Richard L Ouren, William G Park, Allen W Parmenter, Oakley W Porter, Orvid W Pratt, Sandra Prescott, Ervin M Rausch, James A Reed, John C Richardson, Sally Riggs, Glen R Robinson, John T Roderick, Robert W Rosebraugh, James E Scherer, Donald E Schwesinger, Charles J Sehlke, Ole G Sindberg, Thomas W Smith, Richard E Stebins, Robert J Stewart, Donald M Swanson, Robert L Swofford, Marcella W Theis, J Fred Thomas, John I Turner, Rod R Violette, Roger O Wade, Charles E Wafel, Jay D Weeks, Charles H Weidman, Dean V Weihe, William C Whipple, John W Whiteaker, Arvid V Witt, Walter F Woodruff, Clark E Woodward, Duane P Ylvisaker,

CHICAGO AREA LUNCH

BERNIE STERNER-CHI AREA-839 S. EUCLID, VILLA PARK, ILL. 60181

Our May 4 luncheon had 87 people in attendance. Our next luncheon is advertised in the calendar .Please join us if you can.

Attending May 4:

Don & Joan Anderson	Ross & Lois Benedict	Louise Bernier
Bob & Pam Blackwell	Jim & Lonnie Bone	Tom Boyle
Joe Bozlinski	George Bracke	Orv & Betty Braun
Duane Bucksath	Joe Carnes	Frank Cleland
Bill & Jean Cherwin	Norm & Sandie Clemtsen	Dave & Charlotte Coppin
Vern Cummins	Bill & Marge Daily	Bill & Bert Depner
Bud Diedrich	Dale & Pam Dopkins	Roger Dreher
Roger Ehm	Keith Evans	Tom Fasing
Phil & Helen Fisher	Ralph Fretwell	Cody Gates
Ray Gilliand	Buck Goodman	Bruce Green
Lou & Mary Gust	J.D. & Mary Harris	Joe Hart
Ken Hobbs	Fred Hodge	Gene Johnson
Milt & Ina Jensen	Woody & Vicki Keith	Wanda Klampferer
Bob Leonard	Walter Lyman	J.O. Martin
Al Marshall	George Mathes	Kay McMurray
Walt & Emma Meronyk	Gene Mobley	Carol Moore
Bob & Shirley Moncur	Dick Murdock	Richard Nicholson
Claude Nickell	Jim Noble	Jim & Darleen O'Donnel
John Organtini	Dave Patterson	Dean Pressgrove
Frank Reed	Bill Rogers	Bob Rosebraugh
Bernie & Rachel Sterner	Sidney Tiemann	Bill Turner
Bill Thompson	Helen Thomsen	Walter Vance
Jim & Mary Jeanne Trosky		

LAX LUNCHEON - HACIENDA HOTEL - JUNE 17, 1999

Members and guests attending:

Margaret Barnard	Charles Barnard	Gene Gawenda
Ken Williams	Lee Cameron	Edna Cameron
Jack Moore	Joyanne Moore	Mel Heflinger
Jack Hanson	Shirley Hanson	Jim Turner
Ruth E. Nordhagen	Nordy Nordhagen	Don Krueger
Herb Goodrich	Jim Matheson	Dave Tank
Ken Kuecker	Jim Day	

Dave Tank asked Herb Goodrich if the rotating SFV July 15th meeting was going to be held, even though the date is only five days after the famous annual Barnard Ojai barbeque. In the absence of SFV host Dave

Kirkendall, "an executive decision" was made that attendance was good enough last year when the same situation occurred to schedule the meeting.

Ken Williams brought the news that Johnny Wisda was in the hospital for about a week after a fall. Good news is that he's now feeling good, there's nothing wrong with his heart, and he is on an exercise program that includes walking a lot.

Dave Tank forwarded the news from Johnny that memorial services were being held in Manhattan Beach for retired UA pilot Mark Woods, who was an inspiration to Johnny's becoming a pilot in the early days.

Ken Williams also said that he talked with Phyllis Joffrion, who reported that Buddy was out working in the yard, whistling and singing, had painted a big, long fence, and was doing fine.

The pros and cons of cataract correction methods were discussed; the Barnards were pro and Mel Heflinger was temporarily con. The Barnards invited everyone to their barbeque advertised elsewhere in this issue. Depending on when the *RUPANEWS* is received, there still may be time to RSVP with a check for \$22 each to the Barnards at 5410 Bedford Ave., Los Angeles, CA 90056-1009.

Lee Cameron recalled that Cleveland Airport was clay based before they did any paving. "In 1926 or 7, Waco came out with an airplane that had air wheels on it, which had a characteristic of picking up mud on the wheels. In the dead of winter, when the sun would come out enough to make the soil tacky, and the guys eager to fly, one pilot got in this OX-5 Waco and shoved off. He got off alright, but when he came back in to land he started picking up mud. He refused help, cracked the throttle, got out, and the Waco started a little faster than he thought it was going to. One wheel stuck in the clay while he was out on the wing tip, and with mud being flung all over his flight suit, he went around and around, 108 times. Ripley published it in 'Believe It Or Not'."

Don Krueger and Mel Heflinger recalled that once a DC-6 went around and around at LAX. It dug a circular trench, and the three crewmen jumped out of the cargo front door and let the airplane go around them. Firemen would try to run up and spray fire retardant on the air intake, and have to retreat. Mel said the actual reason they couldn't shut it off was that one of the prop blades went into the side of the airplane and cut levers and controls. They found the prop blade about a half mile south in El Segundo. A United pilot was sitting on the end of the runway running up, turned his airplane sideways, got on the p.a. to the passengers and said, "I want you to see American Airlines....." Mel said that Wes Griffith said that one time he was checking out his son in an airplane, all the pre-flight, controls, etc. They got in, called the tower for clearance, but couldn't taxi away. When cancelling with the tower, the tower told him if he would untie the tail, it might be o.k.

Don Krueger said that he had heard from Cliff Chaney from St. George, Utah, who had heard from Jack Horrell. Dave Tank said that he was one of the original health advocates, worked out with weights, ran three miles on alternate days.

Jim Matheson invited everyone to an all-day cruise aboard the *S.S. Lane Victory*, "a fully restored World War II cargo ship," of which 534 were built especially to deliver troops, munitions, food, tanks, and other supplies headed for Europe. Maintained, owned and operated by the U.S. Merchant Marine Veterans World War II organization, the *Lane Victory* will embark on July 17 from Los Angeles Harbor for an all-day cruise to Catalina, with coffee and sweet rolls, then buffet lunch, mock aircraft attack fended away by a Navy gun crew, narration by Dr. Lee of the L.A. Maritime Museum, to Catalina Island. Musical entertainment will be provided by the Yellow Houn' Dawg Blues Band, of which Jim Matheson is a member/musician. USMMVWII may be contacted for membership or reservations @\$100 each at P.O.B. 629, San Pedro, CA 90733, phone (310) 519-9545. Take the Harbor freeway south to Harbor Blvd. off ramp, cross Harbor Blvd., and follow signs to Berth 94. The ship is available for visits at various times during all weeks. *(Reported by Shirley Hanson)*

Washington Area Eddie O'Donnell Luncheon

E.K. Williams, EKWJR@compuserve.com

The Eddie O'Donnell Luncheon for the Washington Area will convene on July 21 at the Belle Haven Country Club with socialization beginning at 1100 hours. While socialization is our main business and will continue to be in the future, a very special opportunity has come our way. Bud Ruddy has a tape of the documentary about the recovery of Harry Smith's P38 from over 200 ft. under the ice and that tape will be shown beginning at 1100. Additionally, Mr. Bob Cardin, the project manager for the recovery and restoration of the aircraft, will be on hand to give us a presentation. This will be the same presentation he will give to Harry's old squadron at Langley and also to the Aviation Museum in Seattle.

Lunch at 1200 and program at 1230.

Space is limited and lunch reservations are required by Saturday July 17th. so be sure to call or email. Jack Evans jevans95@juno.com or Bud Ruddy 703-858-1552 or E.K. Williams 540-338-4574 EKWJR@compuserve.com

Captain Joe Vitelli

Chief Pilot

United -- JFKFO

Jock :

Wonder if I might enlist your help. I am trying to track the Chief pilots who served at JFK, LGA and EWR from the time of domicile openings to the present, with their dates in that position.

I have been calling around to some of our retirees, and no one seems to remember, nor can they come up with any documentation. Would you be so kind as to put a notice in your next publication asking if anyone has this information?

Information can be forwarded to me at the JFK Flight Office, E Bldg. 22A, JFK Int'l Airport, Jamaica, N.Y. 11430

Sincerely,

Joe Vitelli

HELP WANTED

A management consulting firm located in Silver Springs, just north of Washington DC, is seeking experienced retired pilots for full-time position(s) involving a project with the FAA.

Those interested should check the Macfadden & Associates website at www.macf.com for further information about the firm. If interested in applying, contact Hank Warner at Hwarner@macf.com or phone 301-578-8389

SEA Annual Co-ed Lunch

RAY DAPP 3112 SW 300th Place Federal Way WA 98023 (253) 838-3112

20 May. The Seattle "Gooney-Birds" hosted the 13th annual "Co-ed" luncheon today and had a nice response from 82 attendees. There were 35 of our regulars, plus 45 ladies and two speaker guests. Among the ladies, there were 14 "Special Guests". They were those among 40 invitations to our single ladies.

This time we did have a formal program with Mr. Ralph Bufano, the Executive Director of Seattle's Museum of Flight, a truly great local institution of which we are all very proud. Mr. Bufano, who was introduced by Jim Chilton, a long-time docent at the Museum, then brought us up to date on the present state of the museum and also on the projected acquisition of many more historic aircraft.

Mr. Brian Baum, the museum's Public Information Officer, was introduced and presented a most interesting talk and slide presentation of the many present displays. Of course United Airlines is well represented with a Boeing 80-A, the restored Swallow, a Boeing 247, and a Boeing 727, all in United livery.

The buffet lunch was, as usual, a success, with many compliments for the food, decorations and table settings. I shall also count this as my annual birthday letter as May completes 17 years of retirement -- with a check to Cleve.

Your hosts, Jackie and Ray Dapp

Attending today were:

Roger & Sylvia Baird

Harv & Connie Beer

John Bley

Jack & Billee Brown

Charlie & Lee Carson

Lloyd & Jerry Cooley

Ella Ree Depue

Mona Howell

George & Jane Legere

Mac & Anne Mc Kelvey

Alice Peterson

Bill & Jeri Raimer

Alice Barrett

Annie Bobs Benster

Keith & Marilyn Blue

Betty Bryan

Scotty Charnley

John Cordell

Mark & Janet Gilkey

Neil & Lee Johnson

Herb Marks

Denn & Kim Narog

Elizabeth Peterson

Ray & Faye Randall

Joanne Bates

Bob & Ardis Berg

Herb & Mary Breivik

Jane Byers

Jim Chilton

Dick & Rose Cosgrave

Alan & Carolyn Grout

Shirley Keith

George & Beth Mc Cullough

Don & Margaret Paffrath

Chuck & Carroll Podhasky

Dorothy Reynolds

Keith & Ginny Rice
Fred & Beverly Sindlinger
Gus & Laura Tuit
Lois Watson

Jeff & Mal Roberts
Ralph & Lillian Stevens
Dean & Kathy Turner
Tim & Myrna Weston
Jane Wilson

Autumn Simko
Web Tallman
Duane & Lydia Van Beek
Chuck & Dona Westpfahl

SEA Gooney Birds

Ray Dapp (42/82) 3112 SW 300th Place Federal Way, WA 98023 (253) 838-3112

JUNE 18. The Seattle Gooney-Birds had a reasonable group of 26 gathered on a gray June day. Though the day was gloomy, the conversations were quite spirited -- and noisy !!

Had to announce a heart attack by Norm Buethe, Friday last, and now home. Also Ralph Vrtacnik with a crunched knee when a neighbors car rolled into him as he was washing his motorhome.

Russ Stephens suggested we spend each meeting with tales of various of United's airplanes. Since none of us flew open cockpits, he started it off with the Boeing 247. He had several interesting anecdotes on it.

Next time we will probably have plenty of participation with the old DC-3. Come join in the hangar flying !

Those attending today:

Don Anderson
Lee Biermann
Ray Dapp
Carl Fein
Jake Jacobsen
Gerry Pryde
Tom Smith
Al Teel

Harvey Beery
Glyn Bryan
Garry Dunn
Art Fields
Herb Marks
Keith Rice
Ralph Stevens
Dean Turner
Vince Wormser

Bob Berg
John Cordell
Vince Evans
Don Foreman
Mac McKelvey
Jeff Roberts
Russ Stephens
Chuck Westpfahl

Retirement Bash

Barbara Hartnett Griffin-249 Waterview Playa Del Rey, Ca 90293

Hi Jock, I can't thank you all enough for the superb job on the RUPANEWS. I retired on 01 May, after 39 years as a "Flite" Attendant. I'm having a retirement party to celebrate.

Come Join Us On 29 July

At

Shanghai Red's 13813 Fiji Way, Marina Del Re

From 4 To 10pm.

For Directions Call (310) 823-4522.

RSVP Elle (760)321-6018.

It would be great to see my "Ole"Friends! Thanks again for RUPANEWS!

Birthday Checks Received May. 27 thru Jun. 16, 1999

Anderson, Barlow, Barnes, Bernard, Bernhard, Bickham, Blackwell, Blue, Boatman, Bond, Boogren, Bowen, Briggs, Brown, Brown, Buoy, Burnworth, Campbell, Carrigg, Carson, Chaney, Collins, Danielson, Dapp, Delisle, Dial, Dobbins, Donald, Dunn, Dyer, Egbert, England, Fairman, Fenske, Field, Friebel, Goodwin, Greenhalge, Groel, Grover, Hallam, Hamann, Harkins, Harper, Harrison, Hartrich, Heflinger, Heintz, Herrick, Hess, Heydon, Hollingsworth, Horne, Howard Jr, Howell, Huddleston, Hughes, Irwin, Joslin, Judd, Kelly, Kelly, Klett, Koverman, Krause, Langer, Larsen, Lawson, Maben, Manchester, Mantha, Marshall, Mason, Mayes, Mc Afee, Mc Farland, Mc Murray, Montesana, Merchant, Meyer, Miller, Mitchell, Moore, Morgan Jr, Morley, Morrison, Narog, Nice, Nordhagen, O Laughlin, Oliver, Olson, Owen, Page, Palmer, Parker, Peet, Peters, Pickup, Pogue, Pope, Pottorff, Powers, Pritchett, Proulx, Pusin, Pyeatt, Rachford, Rankin Jr, Regan Jr, Ruder, Runkle,

Rushmore, Sampsell, Savold, Schenke, Schillmiller, Schmitt, Scroggs, Sells, Shenk, Shipman, Shore, Simecek, Smith, Smith, Sofman, Staib, Stainback, Stewart, Stewart, Stoecker, Strauss, Stube, Swain, Swenson, Teel, Thomsen, Trotter, True, Turner, Urquhart, Wallof, Ward, Warn, Warren, Warren, Watkins, Welsh, West, Weston, Wherry, Whitmer, Whitmore, Wilson, Wright, Wysard, Zeterberg,

Northeast Florida RUPA luncheon

Larry Horton 2677 Slow Flight Dr. Daytona Beach, FL

June 16, 1999

The Northeast Florida RUPA Group held their June stag luncheon yesterday at the *Spruce Creek Country Club*, here in Daytona Beach. Though it was a much smaller group than usual, we had a good time.

Don Stiff brought some pictures and memorabilia to pass around, and told some interesting stories about his early days of flying with Peruvian International Airlines in the 40's.

The following is a list of attendees:

Bob Schaet	Victor Forte	Nelson Funkhouser
Ed Gentry	Phil Harman	Jess Jernigan
Bill Russ	Harry Metz	Lowell Johnston
Don Stiff	Dick Russell	Steve Moddle
	Larry Horton	

.This was our last luncheon for the season, but we will resume in the fall with a stag luncheon. I hope that all of you will have a safe, healthy and enjoyable summer. We will see you in the fall.-----S/Larry

Sundowners Lunch

Jim Feneley, 3246 Hyde Park Dr. Clearwater, Fla. 33761

A very congenial group of RUPARIANS gathered in the Oasis Room of the *Countryside Country Club*, May 20th for libation, lunch and hangar talk.

Attending were:

Jamie Kraph,	Stan Crosier,	Jim Irwin,
Ray Schlage,	Woody Lynn,	Matt Middlebrook,
Lars Warn,	Bill Bowen,	Ray White,
John Jennings,	Sam Planck,	Jack Moran,
Paul Fidler,	Jim Wilson,	John Papadakis,
Warren Jones,	and me.	

Sam Planck and John Jennings were first timers, and we hope it becomes a habit with them. As the sun and humidity gets higher, some of our group will flee to the northern latitudes until Fall; but our luncheons will continue.

Next month is Co-ed. If you can make it, and we hope you can, call me at 727-785-5971 before the fifteenth so that I can provide Lil Borneman with an estimate so that she can then make arrangements with the Country Club.

JF/RS/jri

RUPA WIDOWS COORDINATOR

JACKIE PANCOAST ABEL, Huntington Beach, CA 92649

Hi, I just returned from a French Barge trip, so now I am ready to tackle all the paper work that waited for me. I am pleased to see widows taking the time to write letters to RUPANEWS.

My comment for the letter that Ginger Kirschner wrote, June issue, page 18, is "outstanding." She expressed the thoughts of many widows. Another letter that deserves to be read, especially by the widows, is from Carl Jordan, June issue, page 33. I am delighted that he wrote information pertinent to the widows. My thanks.

A RUPA pilot, Larry Darnell, called and was appalled at the losses that come into effect when the ladies become widows. He has agreed to help the RUPA Widows Coordinator and I welcome it. Any Ruparians who would like to help, my door is always open. Since Companion Passes are high on the widows list, I could use some help to get that item on the ALPA agenda. Interesting, those in ALPA who might help us, may also be benefiting their own wives. If, unfortunately, their wives become widows, they will lose their Companion Passes.

My last RUPANEWS letter told of my writing to the Retired United Airlines Employees Association (RUAEA) to suggest that they appoint a counterpart in RUAEA to my position in RUPA. I have heard from widows who were not RUPA, and I have tried to help them, however, it is impossible for me, to handle all the widows on the entire

system. RUAEA had their convention in MSP in May, and I have been informed that they do not plan to have a counterpart.

Hilda Goodrich (Herb) called me. They have 8 people who like to travel and play bridge. They were going to Maui for a few days and play bridge. At the last minute, one of the people was unable to go, so Hilda wanted to know if I knew any widows who would like to travel and play bridge. This prompted the thought that maybe we should get together a list of widows who are interested. We could form more groups and anyone who needed a sub would have access to the list. I welcome volunteers to keep the list. It was my hope that we would have more widows' luncheons in place by now. Maybe those who volunteered will give it some more thought.

A suggestion to the widows is to consider joining RUAEA. Their newsletter is worth it, because of the UA news and the tours. My French barge trip was a RUAEA trip. The address for RUAEA is 7401 E. Martin Luther King Blvd, Denver, CO 80207-2433. Dues are \$15.00 annually payable in your birthday month. Many cities have local RUAEA chapters, such as Los Angeles has the RE-LAX-ERS. They get together for luncheons, steak fries, tours, etc. Last year the RE-LAX-ERS set-up a one-day trip to Universal City to see the Rockettes and have lunch, It was a lovely day and one you could be part of without a mate. Yesterday, they had a luncheon and showed a marvelous video about UA from the beginning to today. I am also pleased with the number of widows who have informed me that they plan to attend the RUPA Convention in LAS. Just a reminder, if you need a roommate, get in touch with Scotty Charnley, her address and phone # are in the 1999 RUPA directory. In September, I will be attending the Capital Airlines reunion in DCA, and then, in November, I hope to see many of you in LAS. 'til the next time. Jackie

CHRIS SWENSON, YIP-JFK-SFO-MIA-IAD-SFO, 65-98 Swenson@olympus.net
Hello all!

Well, it's almost one year since I retired. My wife Sharon and I have been busy fixing up our retirement home in "sunny" Sequim, WA, located in the rainshadow of the Olympic Mountains. We've had a good time meeting quite a few other UAL retirees in this area. I was really fortunate to spend my "final three" on the Boeing 777, including a great final flight with Sharon, SFO-LHR-SFO with Capt Bob Bernstein as F/O. My one regret for the

first year of retirement was not doing the Fall RUPA cruise. One of the most enjoyable events was attending the annual Council 34 retirement dinner/dance this past April. A real class event run by Capt. Bob Lawrence. Plans for the coming year include a month in Florida where I hope to visit several old ALPA friends and buying a boat to cruise the waters of the beautiful Pacific Northwest/British Columbia.

Sincere best wishes to all my friends in RUPA. Check by snail mail to Cleve and many thanks to all of you who make the *RUPA NEWS* possible. Cheers, Chris.

HERBERT D. BAKER – PO Box 55, Kenedy, TX 78119 830-583-3310

Dear Cleve & friends: Two years? It does not seem possible. The Texas ranch is coming along nicely. If I live for another mere fifty years we might have it in proper shape. Perhaps by that time we can even get this place to carry its own weight financially. Not likely. In any event, it is a good life if you weaken occasionally.

I would like to request a RUPA directory. My two-year-old edition is becoming obsolete. Thank you. It would be very helpful to have a handbook covering the UAL retired benefits under one cover. The web site would work.

Thank you again for all the service you render our organization. Herb bbaker4451@aol.com

Hi Herb, the handbook sounds like a very good idea. Do we have anyone out there who would like to take on this project? We welcome any volunteers who will help to accomplish these things! Cleve.



THOMAS E. BOATMAN – NE 81 Vista Pl,
Tahuya, WA 98588

Cleve: Gee, ain't it funny how the time slips away. It is almost June and I don't know what happened to the first half of the year. The old guys were fond of saying they were so busy they wondered how they had time to go to work. I thought "sure." They were right!

Enclosed is my check, all be it late. Sincerely,
Tom

CORRINNE & JIM BOYER - 1150 6th St. So.,
Naples, Fl. 34102 SFO,ORD,SFO,ORD '57 to '92.
One week prior to my birthday - I'm setting a bad example! We're leaving for Seattle (2nd year check of seed implant) and on to Chicago area to do some Grandbaby sitting - that's easy what with 5 Grandchildren and twins on the way in the area. Our youngest daughter Lisa is expecting the double arrival on January 3rd, 2000.

As you may notice, we have a new address in Naples. Same area, just four blocks away, so the zip is the same and also the phone #. We were able to get to Paris last summer and thoroughly enjoyed the experience. Plan to go back this Fall for some barging. We're enjoying retirement, with lots of travel, tennis and some sailing - sold the boat but kept the boat owner friends! We're looking forward to Las Vegas this fall.

Thanks to all of you Westcoasters that keep RUPA going - the new format is excellent. I'll send my postage money to Cleve. Until next year,
Fraternally Jim

CARTER & BOOTIE BRIGGS, 321 Main St,
Sebastian, FL 32958 email briggsr@juno.com
Dear Cleve, Another year down the drain and many trips to doctors and hospitals. just trying to regain lost strength, agility and balance. = SCREW THE GOLDEN YEARS =.

Enclosing stamp money. Thanks, **Carter**

CHARLES B. CARSON – 2703 SW 170th ST,
Seattle, WA 98166

Hi Cleve: Sorry to be so late with this check, but things have been going pretty rough, physically. As they say, it ain't no fun getting old. I really only plan to do this one time. My thanks to you fellows for keeping the ball rolling, and I do always welcome the news in your mailing.

Many thanks. Yours, **Charlie**

CLIFFORD W. CHANEY 904 E. Lizzie Lane St.
George, Ut. 42-78 SF-PD-CG-LAX-SFO.
cliffnphyl@aol.com

That should take care of the statistics. Phyllis just unpacked the last box, last week. So it has taken about a year to get everything unpacked and put where it should be. The train is up, which goes around the office, about 51 feet of track. Sure enjoy listening to the whistle blowing. My grandfather was a retired Rock Island dispatcher, and I lived with him over a depot in Mt. Auburn, Iowa, for a year, and the rocket would go by every night. Shake the daylights out of my bed, but fun to hear.

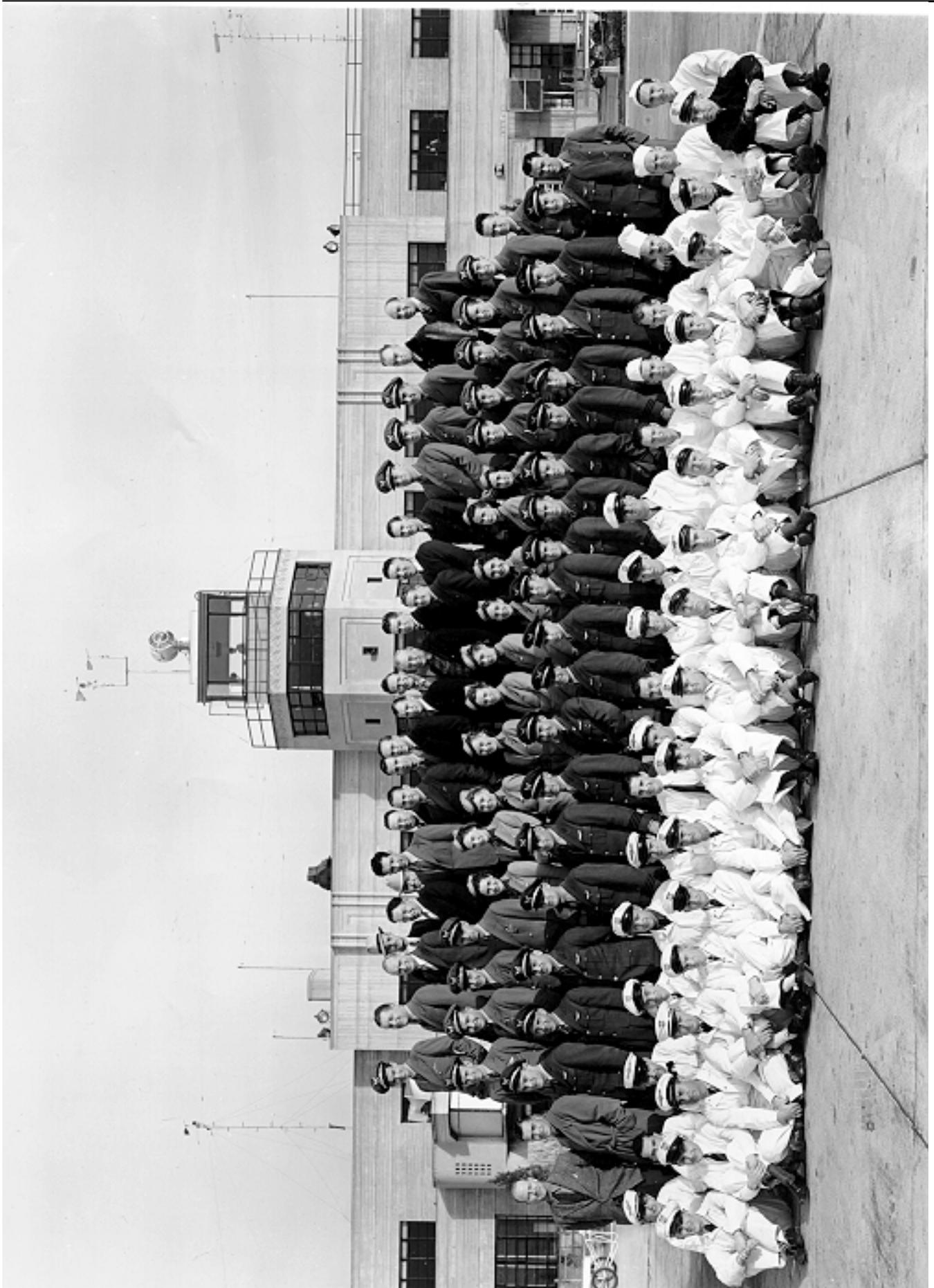
Have had only 5 students, and they were a couple of pinch-hitter courses, and 3 basics. Not enough instrument weather here in St George, to excite anyone to teach instruments. Hoping to get more as the word gets around. Don't want too many, as that interferes with my normal reticence to get going early. Talk to jack Horrell every week, his attitude is so great. Milo Bacon dropped by the other day, enroute to Moab UT. he will be 90 next birthday, he is remarkable.

#2 grandson was hired by united last July, and he now has a first officer bid in DEN. Son in law Tom Latourett has a 747-400 bid, and will be retiring in about 4 years. I keep wondering where the time went, but can't get it back. My son Bill, who some of you might remember, was on the ramp at LAX and RNO. Flew for flying tigers and Fed Ex, has now retired and is with the FAA at SLC. He was only two years old when I went to work for United. Impossible, I say. Our health is good, and we keep reasonably busy. see you at Charlie's barbeque or at the convention. Thanks to all you people that make the *RUPANEWS* so enjoyable, especially the folders and stuffers.
check to Cleve Cliff 'n Phyl.

KENNETH W. CORBIN - 494 Shooting Star Pl.
Santa Rosa, CA 95409

Hi Jock: Another year gone by. They do go fast. Still to busy all the time. We just bought a new truck and 5th Wheel trailer. Within the last year a different house and still fly the Mooney around. Too many toys. Had a nice trip to Europe last month. Managed to ride up front on UAL, so things are not to bad. Just passed our 50th anniversary the other day so have no complaints. Will send a check to Cleve. You are doing a great job. Thanks for your efforts. Ken





UNITED AIR LINES SALT LAKE CITY STATION PERSONNEL – DEC 1939

GEORGE W. MCDONALD 2431 E. Granite Hills
Dr. Sandy. UT 84092

The publication in the May Journal of a photo of PDX station personnel taken in 1941 leads me to believe there would be an interest in the enclosed picture of SLC station personnel taken in late 1939 or early 1940. *[The back of the print is date stamped 18 Dec 39. Ed.]* This was taken for and used in local SLC newspaper advertising seeking support for the then pending application for CAB approval of the merger of Western Air Lines and United Air Lines. The SLC pilot domicile and Dispatch Office were moved to DEN after denial of this application.

Interestingly, Chuck Fitch is on the back row of the SLC picture in about the same location as in the PDX picture. I realized several years later that time was erasing my ability to place names with faces and made a list of those I could recognize at that time. This list is included with the picture with a blank for those I could not identify then..

The picture was taken by Bill Shipler Photos. Bill was a friend of a number of United people, particularly Captain George Douglas based in OAK. I talked to Bill Shipler, Jr. recently. He advised me that the building in which the business was located has been torn down. Bill chose to retire rather than relocate. The negative files were turned over to the Utah Historical Society. Sincerely, *George McDonald*

Jock - I am enclosing for what clarification and interest it might have for you a copy of the newspaper ad. Also, for the same purpose, enclosed are copies of correspondence that placed me on the mailing, list for the Newsletter in March, 1974 as a friend of RUPA. I have been an appreciative recipient since that time. I retired 9/1./80 from the position of Manager of Industrial Relations - Central Division.

George: Thanks for entrusting the photo to me, I will return it to you when I get it back from the printers. Happy 25th anniversary as a Newsletter, Journal, RUPANEWS reader. Ed

List of Personnel

Front Row: Al Hierzer, George McDonald, John Wright, Roy Prince, Gardner Young, Jim Jukes, Ren Pettit, Herb Madsen, Bill Conroy, Jarvis Cummings, Stan Quick Ding Thomas, Tom Wooley, Ray Workman, Al Neff, Bill Pitt, Humbert Costa.

Second Row: Gene Jukes, -----, Ed Henninger, Lee Engleman, Ray Burrige, Bill Crismon, Paul Cushing, Ford Arnason, Dex Larsen, Roy Abbott, Les Carr, Chet Woolley,-----, Max Burkhardt,

-----,-----.

Third Row: Ted Johnson, George Schmidt, Joe Hutchinson, Lee Duncan, Dick Petty, Hugh Coleman, Paul Johnson, "Chip" Baird, Russ Calligan, Eddie Brooks, Elrey Jeppesen, Elroy Spickelmier,-----, Gene Beadles,-----, Hi Broiles, Ted Kershaw, Hugh "Pop" Worthington, Bill Kent, Stan Wenrick, Si Severtson.

Fourth Row: Hugh Miller, John Poll, Wendell Woodard, Ed Lozano,-----,-----,-----,-----,-----,-----, Jessie Chittenden, Fay Jebbins,-----, Aletha Gabie, Holly Moritz, Lloyd Wattis, Ace Dibble, Paul Christensen, Ted Wood Jim Bean.

Fifth Row: Maurice Keating, Ted Vaky, Paul Woelfel, Les Raymond, Vince Monforte, George Furch,-----, Henry Garrison, Joe Spencer, Tommy Curtis.

Sixth Row: Ken "Slim" Hammond, John "Daddy" Maxwell, Dale Nielson, Sterling Beesley, Lee Brown, Chuck Fitch, Don Peterson, Willard "Ed" Edson, Ott Williams, Pete Ehrman, Stan Halberg

Group photo of PDX employees - 1941

Susie Clack, Vancouver WA

Here is a list of names from the back of the photo published on page 28 of the May *RUPANEWS*. I have sent a copy to Chuck Fitch.

United Airlines PDX Employees at Dedication of new Columbia River Airport Operations Building - 1941

Front Row: Maxene Ewert, Lillian Strom, Bernadine Shore, Janet Dickinson, Thelma Hughart, Jean Bartholomew, Mae Armstrong, Betty Neth, Fern Chalcraft, Janet Alexander, Myrnie Balfe, Evenoyl Friestad, Betty Ann Chase,

Donna Lewis, Betty Lou Hoff, Eula Hughart.

Second Row: Ben Berry, Dick Holt, Bob Bosler, Dick Thornberry, Fred Steves, Walt Briggs, Dick Thornton, Jim Going, Walt McIntyre, Dick Bechtel, Tom Davis, Eddie Garbutt, Bob Andrews, Clay Moreland, Seth Rehnstrom, Jack Hope.

Third Row: Rem Thigpen, Frank Cook, Ernie Willis-ton, Wally Smith, Bob Deverell, Bud O'Berg, Joe Griffin, Lyle HeimeL, Norm Claybourne, Carroll Lowe, Lyn Paul, Bob Cunningham, Dick Warren, Eddie Edwards.

Fourth Row: Ivan Cooper, Bob Swails, George McCormack, John Tinker, Ralph Jones, Francis Robbins, Joe Frazier, Dave Ellis, Bill Weiss, Ken Beaudoin, Ted Olson, Ernie Weiss, Leo Garner, Lee Barker, Ted Guhr, Marionne Logan.

Fifth Row: Hazel Helvie, Florence Springer, ---?---, ---?---, Gene Martes, Ralph Hess, Oswald Webber, --

-?---

Dick Chase, Bud Lawson, Bill Groen, Harold Sweeney, Pat Maroney.

Sixth Row: Ray Dunlap, Raymond Carter, Jack Warden, George Eberting, James Stirling, Everett Taylor, Chuck Fitch, Frank Ungry, Oscar Jacobson, Ted Wernecke, Mat Clapper.

Thanks, Susie, for taking the time and trouble to decipher, transcribe, and type out the foregoing. As well as keeping a historical record for the future, I'm sure a lot of the old timers will have fun with memories of these names and faces. Ed.

LOEL H. CRAWFORD – 3460 Holly Ln, Lafollette, TN 37766 '61-'95

MDW-ORD- CLE-ORD-SFO-ORD-SFO-LAX

Another one gone by. Four and counting. In February, said I should think about letter to RUPA. It's the middle of June so, still not too late. Sharon and I plan to do the LAS convention. Still not enough time to do what we want. Three fly-ins planned for this year. Waco running great. Have done a little T-6 and T-28 flying the last year. Deerfield Resort continues to grow, with a total of 12 hangars built now. TN44 is airport identifier. Be alert for deer. To those who do and don't remember me, come to LAS so we can debrief the last 38 years. \$ for various things are via the snail. Cheers to all. L0

NEIL A. DANIELS 410 Hacienda Ct. Los Altos, Ca. 94022

Dear Jock; The past year has been a quiet one. No trips, just enjoying retirement. some minor surgery, no big deal.

The two big events in our family were, son Todd promoted to captain in the 737 fleet, and his lovely wife, Annamarie, presented him with a beautiful baby girl. Our first granddaughter. I just completed 79 orbits of our day star, and 19 years of retirement. Keep up the good work. NEIL.

RONALD G. DENK, 26 Rotary Dr., Summit, NJ 07901

The calendar on the wall says it's that time again. Into the fourth year of retirement, and Betty and I have been blessed with reasonable health and have no trouble keeping busy. At the Council 52 Retirement Party there was a 35 year old 757 F/O and his wife at the table. In the course of conversation the *Viscount* was mentioned. His response "What's a Viscount?" makes one feel, shall we say, senior.

Speaking of old airliners: The footage of the restored Boeing 247 and other vintage clips in the United

video history "Soaring Through History" is worth the price (\$19.84). There was a mention of this one-hour video in "Our Times" a couple of months ago. For those who may have missed the item, the video may be ordered by calling 1-800-529-8841. The *new RUPANEWS* format is just great. Enjoy the SFO Code-A-Phone updates very much--keep them coming. Has anyone figured out what percentage of retirees still looking down at the grass correspond with RUPA each year? Just curious.

Thanks to the entire RUPA staff for a super job. Check to Cleve. Ron

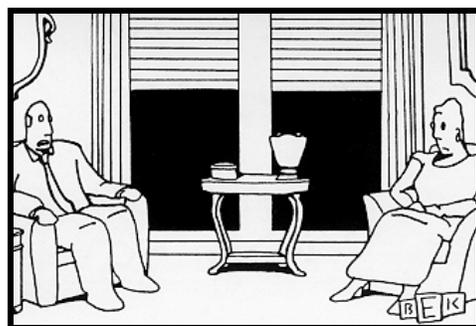
No one knows for sure, Ron, but RUPA members comprise about a third of all United retired pilots, and I'd guess that about a third of our members write annually. We presently mail out about 3200 RUPANEWS monthly. Ed

DAVID W. DYER - 9820 Quail Run Ct., Fairfax Station, VA 22039 56 – 94, DCA, JFK, ORD

Thanks to all who make this such a pleasurable publication. I look forward to receiving and reading it cover to cover each month. Ann and I are now in retirement year #5. Can't believe that much time has gone by. We both are blessed with good health and prosperity. We travel with the Shriners and visit family around the country. *Scotsworld Ltd.*, a Scottish import business, is still keeping us busy. We don't have time to be bored. Greetings and best to all, Dave & Ann

FRANK M. EGBERT – 316 Angela Ct, Los Altos, CA Class of 1980

On our latest tour, Ce Ce and I took a cruise up the Yangtze River on a Chinese river boat. At dinnertime, somewhere between Wuhan and Chongqin, I was reminded that it was my birthday, when the ship's brassband marched in and played "Happy Birthday to You" each in a different key. (You ain't heard nuthin' 'til you've heard a band playing HBTY with only the Tambourine on key.) What a way to be reminded it was time to send in my pittance. Keep up the good work. Frank



"In the old days, we weren't old."

LARRY D. FIELD, 8565 Nolin Dr, Coeur D' Alene, ID 83814

Hi Cleve, Well, another year has passed so enclosed is the annual postage fee. Still am enjoying this retirement gig, in fact, it gets better all the time. All is well in the Great Northwest and would like to say thanks to everyone involved with the *RUPANEWS*.

Keep up the great work. It is greatly appreciated.
Larry

ANDREW M. FRIEBEL – 11719 S. Meridian PMB 323, Puyallup, WA 98373

Dear Cleve, I can't believe where the time goes I'm coming up on retirement plus 3, and am really enjoying it. Had a great trip to visit friends in England last summer, and took in the Military Tattoo in Edinburgh definitely a "Must See"!!

Just got back from a fantastic tour of Australia. We had a group of 8 airplanes, and we spent 16 days seeing the outback. (Alice Springs, Ayers Rock, Coober Pedy) The flying is a little more relaxed "downunder"!! We were not troubled with radar or controllers for days at a time! It was wonderful!! These trips were the highlights, but there have been several trips with the 185, and more to come. Birthday check is enclosed

Best wishes to all retirees, past present and future!
See you in Las Vegas! Sincerely, **Max**

CODY GATES 1 Oak Brook Club Dr. #A208, Oak Brook, IL 60521

Dear "All of You", I appreciate the work you do to keep such a fine news magazine going. I still enjoy it! I'm doing fine, thought life isn't what it used to be, now that I'm "solo." I play golf, swim, cook, travel, visit my sons, etc. & feel good. I'm 82 and no major problems. Thanx again, Cody Sen. 1941

CHUCK GEORGE - Camano Island, WA

Dear Cleve, Guess what, it's my birthday month.... wow. I was setting on the throne, reading the latest RUPA news, and that revelation came to me. I promptly leaped right up and accosted my computer, and this is the result. I had a little heart event a year ago May, and I'm doing very nicely now. In fact my doctor says that as long as I stay alive, I should be OK. Most of our travels have been in our motor home, but I have a lot of trouble with my wife accepting my RV captain hood. She seems to think that expired with my retirement. I don't recall any of these mutinous tendencies when I married her. Count me among those who like the new format. I can now lay it on the floor, step back three paces and it comes in focus for me. Postage sent via Checkfree and a little extra for the party fund or whatever. My golf handicap has finally gotten down

into triple digits, so I'm considering joining the tour. It'll probably be a while before I shoot my age, but I'm hoping to get under the age of the earth any day now. Best to everyone. *Chuck*

JACK GOODWIN - P.O. Box 2338, Valley Center, CA 92082 PDX BUR RNO (TDY) LAX 39/76 B-247/B-747

Maybe for the first time in 23 years of retirement I'll get my letter and dues in on time. 83 years old, may be a first. This March, Laura and I went to HNL for a month. Great time. Rode over first class on a long-haul 747 with more room than I've ever seen on an airliner - came home in the cattle car on a DC-10, each of us in the center seat of 5, and 7 rows apart. A very nice dead heading Stew (Flight Attendant) traded seats with me so we could sit together. First time we've used the companion pass. Got on the trips we listed for, so think the passes are great.

Last September, the usual gang went to the Reno Air Races as we have for the past 20 plus years. Good time, as always. My nephew, a senior Delta Captain, went with me, and was I glad. I have macular degeneration and my eyeballs have really gone down the toilet. I put the 182 up for sale with an ad in the Trade-a-Plane, had a million calls and it sold in the middle of May, but the phone won't stop ringing. I'm sure going to miss it, but I guess you need to be able to tune the radio, read the gauges and find the airport. 1931 to 1999 makes about 68 years of what I like to do best (second best) so no squawks.

I know Calif. has some weird laws, but I think it's still illegal to marry your daughter, and the last RUPA directory lists Jack and Jill Goodwin. Jill is my daughter. Her name is on my checks, which might account for it. [*Now I'm really confused, the entry reads "James L & Jill. Ed.]*

All of you guys who put together the *RUPANEWS* deserve 2 thumbs up for your efforts. AND, thanks for the large print. My best to all, Jack

GENE E. HARTRICH - 529 S Eliseo Dr, Greenbrae, CA 94904 45 – 82 Genegolfun@aol.com

Time to make the annual trek away from peaceful Kona to the above address. Guess I am contra and had rather endure the heat of Tucson and Kona in August than to have perfect temps along with an overload of Snowbirds of which I am practically one half thereof. Will get reacquainted with my thirty-year-old steel bicycle with the upright handlebars and grocery basket. With its present antique motor, it goes just as fast as a

two thousand dollar dirt bike, plus I have a kick stand and fenders to boot, plus no need for security chain. Sometimes I find donated food packages in the wicker when I come out of the grocery store. Lotsa advantages of not keeping up with the Marin Joneses. It is a very short five minute ride to the Larkspur Landing ferry terminal, with seniors' discount and no wheels charge, a fun thirty minute sight- seeing trip to downtown SFO. Perhaps a martini or two in the club bar on the return trip- Ha! Dream on about forty years backward. At 77 and post, Martinis would be a "Hazard to Navigation" on the bike path.

As this babble indicates, no new things of interest happening. Not original but: "We all like to live a long life but none of us wish to get old". Found out what was wrong with my golf game. I really am in need of a Lobotomy. TouJours.

Really do like the New RUPANEWS format and the lively discussions.

Thanks, Gene

HENRY HEINTZ – 4152 S. Vrain St, Denver, CO 80236

Sir, I guess when you are this late, snail mail works okay. Good thing I'm not computer qualified anyway. Thanks to everyone for their hard work. Hank

ROBERT M. (BOB) HEYDON - 920 Lukesport Rd., Quincy, MI 49082

Greetings to all. Glad to hear that my old friend (and "NewHire" classmate) Bruce McLeod is still in the communications business ... Sending to Cleve a check for "life" membership (seems to be worthwhile, now) and the annual postage.

After 7 years "out-to-pasture" still getting adjusted; but have given up the "Florida experiment" - not my life style and too many old folks. Even sold the vintage Cadillac which let me drive in the left lane (slowly, with either turn signal on continuously) ... Have returned to my "roots" in Michigan for the duration. Still have my RV & new SUV to tow it if a change of climate/scenery requires.

Conclusion: Maintaining 2 homes, 1,300 mi. apart, with each standing empty half the year is NOT justifiable from an economic point of view! Just "pulling in my fences" a bit, but still staying busy with hobbies, constitutional (conservative) organizations. Yankee Air Force (@ YIP), and more recently the United 727 exhibit at Chicago's Museum of Science and Industry. Found that airplane in my logs no less than 42 times as co-pilot and captain. Happy to have

been a part of that small slice of history.

Since pass travel nowadays seems to be the "pits", my trip to Nova Scotia this Fall will be by trailer/SUV - saves the hotel bills (and the wet bar is always open) - and the same for Alaska in Summer of 2000. May now travel the ground route I flew in the 767. Lotta good fishin' enroute, heretofore only seen from the air. (517) 639 7001, also (517) 639 9811 (w/ e-mail courtesy of new "roomate") scottishlassie.alba@juno-com. Keep those cards & letters coming! Bob

JOHN BAKER SFOFO

Dear Jock,

In the June RUPANEWS, I think that something was poorly presented, although with the best intentions. Mostly RUPANEWS is better than ever.

The page was page 26, and was titled "Anti-aging Hormone Hype".

Several comments need to be made. The most important is: 'Who wrote it and where did it come from? Was it done by a Ph.D. in nutrition from the prestigious Tufts University School of Nutrition, or by a conventional MD?

When this type of article is presented it should be also be admitted that the medical profession has long stated that the evidence is not firm on many things, and then finally changed camps to "the evidence is firm" with the passage of time and research. This includes things that most of us pilots have long known The skepticism that the late Dr. Pritiken and even the present Dr, Dean Ornish have faced, only to have the American Heart Assn. now accept the vast majority of those two Drs findings, as facts. Not three decades ago, Dr. Pritiken was laughed at by cardiologists, only to now have his beliefs vindicated by research.

I am now 65, and I may be in the beat health of my life. I use some supplements, including Vitamins E, DHEA, and melatonin and with the blessings of my MD. At age 60 plus, how many of us can wait until the evidence is in? Some of us got less and less beef oriented, and more and more fruit and vegetable oriented long before "the evidence was in".

Your are doing a great job with RUPANEWS. Here are my dues.

J ohn B aker

SFOFO-Retired.

650 851-0581

Dues in separate mailing. Forgive the old Remington typewriter.

First of all, John, my apologies for, once again, printing a piece without proper attribution. I had it on the original piece that I computer-filed and brought into the desk-top layout; but when placing the cartoon below it, I inadvertently overlaid it and ob-

scured it (forgive the tech-talk) - my excuse is that it had been a busy time, and I was catching up at 1:30 a.m. Believe me, I do feel an editorial responsibility to quote sources.

The medical article was abstracted from Consumer Reports on Health, the March 1999 issue. I feel that Consumer Reports is a responsible organization which gives a balanced view on many things from mechanical, to electrical, to medical affairs, that impact the public. Space does not permit listing all of the consultants CROH consults for every issue. They do not attribute each article specifically to any expert, but there were 13 medically degreed MDs or Ph.D.s listed in the relevant issue as consultants. As luck would have it, a retired MD friend of mine congratulated me on the even-handedness of the piece to which you object. You may recall that in my April editorial I did write, "I have been told by members that they greatly appreciate the medical/insurance articles I have put in past issues, therefore I will, space permitting, continue the practise, with the proviso of caveat emptor - buyer beware, and before you act on any information gleaned from them, check with another source." It would seem, John, that although you chose to follow a somewhat unorthodox medical course, you did follow the wise procedure of first checking with your personal physician before embarking on it.

As to your remarks about the progress of medical knowledge, I must acknowledge the truth of the uncertain path medical enlightenment has followed. Indeed, another medical friend of mine has just published a book which makes clear the vagaries and sometimes serendipity of medical advances. If you have an interest in such things, his book is called: CURES OUT OF CHAOS By M. Lawrence Podolsky, MD. Paperback, ISBN 90-5702-556-6 , 430 pp \$28.95 from Harwood Academic Publishers, University of Toronto Press, 250 Sonwil Drive, Buffalo NY 14225.

Long may your personal regimen continue to benefit you. Ed.

NORWOOD C. HORNE – 1731 Rue La Mer, Ocean-side, CA 92054

Dear Cleve, I'm enclosing my annual check (on time). I think the new format is an improvement. I was hoping to have a new email address, but trying to add CompuServe to my computer, I've managed to screw up the whole thing. Regards, Bob



**AIR LINE PILOTS ASSOCIATION
SFO COUNCIL 34
COMMUNICATIONS COMMITTEE
SFO CODE-A-PHONE UPDATE**

1633 Bayshore Highway Suite 145 Burlingame, CA
94010 (650) 343-UALP

Monday June 7th 1999

ALPA WINS BIG VICTORY - FAA AGREES TO ENFORCE RESERVE REST REQUIREMENTS

This past week ALPA won a long-running battle with the FAA and the industry when FAA Administrator Jane Garvey announced that the FAA will begin enforcing the 1985 FAR dealing with reserve rest provisions.

Under the existing FAR, which the FAA has never enforced, airline pilots standing reserve must receive a pre-scheduled and protected 8 hour rest period for each 24 hours on reserve.

Previously the Air Transport Association (ATA), which represents the nation's airlines, had persuaded the FAA not to enforce this rule because of cost considerations and threatened to sue if the rule were ever enforced. The ATA claimed the rule was not properly developed.

Last year ALPA was able to obtain agreement from Garvey that if ALPA and the ATA were not able to work out an agreement on reserve rest, that the FAA would begin enforcing the current rules.

Discussions between the ATA and ALPA were held last year but fell apart without agreement. Last month ALPA president Duane Woerth met with Garvey and asked her to fulfill her promise that the rule would be enforced. During that meeting he reemphasized that reserve rest provisions should be analyzed on a comparative risk assessment of fatigue issues rather than a cost/benefit analysis. Her letter to ALPA last week stated that the rule would be enforced and that the FAA would perform such an assessment. Garvey also told Woerth that the FAA would soon issue a Supplemental NPRM addressing flight and duty time limits. This would be a supplement to the original NPRM 95-18 issued in 1995 but later withdrawn after howls of protest by both ALPA and the ATA.

In that NPRM the FAA proposed increasing the flight time limits on two pilot aircraft from 8 to 10 hours which pleased the ATA and was opposed by ALPA. The NPRM also proposed enforcing the reserve rest rules, which pleased ALPA but was opposed by the ATA.

Some of those who are closely monitoring this situation believe events surrounding the recent American

Airlines crash could affect the outcome of this SNPRM. The fact that the American flight crew was on duty for over 13½ hours, that the pilot of the aircraft was American's Chicago Chief Pilot and that American's Vice President of Flight Operations Cecil Ewell has been making public comments about the long duty periods airline pilots regularly face, could impact the FAA's thinking on these issues.

The ATA has not said whether or not they will now sue the FAA over the enforcement of the reserve rest rules. But some observers believe the events surrounding the American crash could not have come at a worse time for the ATA on this issue.

Sunday June 13, 1999

COUNCIL OFFICERS WARN PILOTS OF DIFFICULT CONTRACT TALKS AHEAD

Ladies and gentlemen, contract negotiations with the company are not going well. Your Council Officers are beginning a communications effort to bring our pilots up to speed regarding the difficult road ahead for contract bargaining with United management.

The Bayliner, this code a phone update and letters to the pilots will soon be mailed from your officers in an attempt to provide a "reality check" for the pilots, as Council Chairman Dan Ashby calls it.

Your council officers reported this week that the negotiations we witnessed for mid-term pay raises are turning out to be a walk in the park compared to the section 6 negotiations we are now engaged in. We are meeting very stiff resistance at the negotiating table in all areas of the contract. Additionally, the company has made it clear to us that they expect significant concessions in work rules in the next contract. Many of their proposals are "Trojan Horses" that look pretty on the outside but would cause serious damage to our contract and working conditions. Here are two examples:

* United pilots fly more miles with fewer pilots than any other pilot group, but United wants even more flight time each month. Management wants to move the 81 hour cap significantly higher. This would give the United pilots the dubious distinction of having to work more hours each month than any other airline. While it would have a definite affect on pilots days off and lifestyle, United is hoping the greed factor will cause the pilots to bite.

* Eliminate or greatly reduce vacation override. While this has always been one of United's goals in previous negotiations, the company is using a different strategy this time. By disguising it as a so called "Preferential Bidding System" (PBS), the company is hoping it can make the elimination of vacation override sound attractive. Preferential Bidding would save the company millions and the pilots would pay

dearly for it with less vacation time off, and by losing the flexibility of trading with open flying. If that's not enough there are many new areas that pose serious threats to our careers. The company wants to dramatically expand the number of regional jets to over 600 with no protections or benefits for the pilots in return, other than "what's good for United is good for you." The Star Alliance carriers, especially Lufthansa, are continuing to expand rapidly from Europe to many United cities, including SFO. In the meantime United continues to put its new 747-400s in domestic service because it can't figure out what else to do with them. The list of concessions the company is asking for is quite long. But the bottom line is that the company's effort in these contract talks will be to seek significant concessions and hope the pilots are mesmerized enough by pay raises, pension improvements and appealing no-cost items, that 51% of the pilots will take the bait and gut their contract by ratifying such an agreement

Your officers believe the new MEC will be in no mood to entertain a contract with work rule concessions. But if the company senses that the pilots are only concerned with pay raises and, more importantly, if the company senses the pilots are narcotized by the tantalizing monthly vacancy bids and a feeling that things are just wonderful, the company can be expected to react the same way they did in the mid-term pay negotiations. They will refuse to negotiate because they will be convinced they won't have to.

Your officers ask you to prepare yourselves for a long contract fight. The more we are aware, educated and focused, the easier it will be for us, and the harder it will be for the company. Stay informed - and let's not give the company a reason to sense apathy.

Finally, your officers urge you to protect your contract by NOT WAIVING! When a pilot waives it sends a message to management that we don't care about that section of the contract. Make no mistake, the company keeps close tabs on which sections of the contract are being waived. Then they hammer our negotiating committee, showing them the data and telling them that those sections of the contract are obviously not important to the pilots.

Protect our contract - don't waive. And please help educate your fellow pilots as to why waiving is destructive to our contract.

Patrick Palazzolo

Council 34 Communications Chair

This update is available on the World Wide Web at www.ualpilotsinfo.com

RONALD J. HUDDLESTON, 5035 Useppa Ct,
Punta Gorda, FL 33950

Dear Cleve, This first year of retirement really flew by, the only reason being that we are having a lot of fun. We have done a little cruising on the sailboat—as well as racing it on Sunday, a little flying—as well as looking for an airplane to buy, a little diving—as well as watching over my shoulder for sharks and best of all—playing with my grandson.
My best to all, Ron

JIM IRWIN, 7106 Fallbrook Court, New Port
Richey, Fla. 34655 PIT, BHM, PIT, USS OPERA-
TION, PIT, JFK, LGA, ORD.

It's that time of the year again, and I will reach the 80 year mark. Gee Whiz, had I known I would live so long, I would have taken better care of myself. I think I am the last one left of the class of October 11, 1945. At least four of my buddies were killed in airline accidents. There were 11 of us. Went to the Capital Airline Picnic last September with Bill Riley and Merle Black. Saw a lot of people I hadn't seen for some time, and enjoyed every minute. What a great group of people. Received a call from Jim Feneley yesterday who advised me of the passing of Freddy Seims' wife. I don't know any of the details at this time. And last December we lost a wonderful lady, Betty Kuntz, the wife of Captain Herbert Kuntz. She was/is a very gracious lady and loved by all who knew her. Hope to get to PIT in July for a week or so, to again visit a lot of friends including Bill and Merle and their spouses. Check to Cleve. Thanks again to the swell group who do so much to keep us informed. Keep the faith!
JRI V"

DICK JACOBSON - 27 Mott Dr. Alamo CA 94507
Hi Cleve, I've "expired" for the 5th time and although I probably couldn't even find my way into the cockpit anymore, it seems like it was just yesterday that I parked the old guppy for the last time. All is well with the Jacobsons here in Alamo. Kay continues to do her premarital counseling at two of our local churches, and I'm president of our homeowner's association. I'm still playing lots of tennis but my knees are becoming more rebellious each year. As long as I play with guys my age, I'm OK

We all compare our aches and pains, PSA numbers, travels, etc., etc. and generally have a good time. On family matters, our son Rick was discharged from the Air Force last year and was hired by good old UAL in the fall. He started new hire training on Jan 4th and is now a 727 S/O in SFO. He is one happy guy. To say nothing of the sighs of joy and relief from his Mom and Dad when United said YES!!!

Many thanks to all of you who work on "RUPANEWS." You do a terrific job and I appreciate it. The new format is great. Check included, and Greetings to all, Dick

Hi Jock and Cleve,

Here's the postage, only a month late. Ah! The relentless pace of retirement. I have a new address as of July 1st:

MIKE KAUFMANN, 117 Phelan Court, Santa Cruz, CA 95060 Ph 831-423-8195

It's a new home just off West Cliff Drive behind the lighthouse in Santa Cruz. Y'all come by and see us!

Many thanks to all who put on that wonderful retirement party in April. [*That was, as always, volunteers from ALPA Co 34. Ed.*] I felt honored to be in the same group with Diane Featherston! Of course, I was the other retiree in a skirt! Hah! Keep up the good work!

Mike Kaufmann

(copy via snail mail to Cleve)

And a braw sicht ye were too, lad! Jock.

BOB & CAROLYN KELLY, 8411-F Crystal Springs Rd. Woodstock, IL. 60098, bobcarolkel@compuserve.com

Dear Jock, I thought I sent two years postage in just a few weeks ago, time is passing too fast.

This past April we went with [old] friend Dave Westlake and his bride to England. Dave and I spent two enjoyable days at Duxford and the RAF museum at Hendon while the ladies shopped. We also visited England's oldest brewery, Shepard Neame, home of Spitfire ale.

Last year we spent two weeks in Ireland with another ancient friend, Bob Sinclair. When we left there was a shortage of Murphey's Stout. Who needs [peaty] scotch, Jock. We visited Kolb or Queensland armed with my great-grandfather's name, birthplace, dates, etc. and I found out I'm not Irish but Manx, so off next year to Douglas and the wheel of Laxey to find my roots on the Isle of Man. [*Be warned, Bob, you know about those Manx cats - if it even matters anymore Ed*]

We spend lots of time on our 140 acres on the tip of Michigan's beautiful Keweenaw Peninsula where there is water of a [superior] quality, and also at our log cabin on Big Sand Lake in Vilas Co. WI. hanging around with the likes of the Stegers, McCuskers,

Careys and Jensens. I've been phoning Jim McCusker every morning at 7AM to keep him productive in his old age.

In Feb, the McCuskers and Kellys spent a wonderful week with the Stegers in Orlando. I don't know how Bill did it, but Jim and I spent the better part of a day waxing Bill's Piper Saratoga over at Spruce Creek. Bill did give us a lunch break and we visited with Bud Gammill, Larry Horton and Lowell Johnston. On a sad note, Joe Carnes, Mike Hepperlen and myself will be attending Doug Kurtz's funeral today. Doug spent over six figures out of his own pocket 21 years ago to get his license back due to a medical problem. He was a fine a pilot as he was a person. I bid him farewell on his last flight as our aircraft passed each other over the Rockies, and we will bid him farewell today.

The new format of the *RUPANEWS* is wonderful as is the absence of those one-sided jokes, and thank you for sending me the wings with the battlestar. It makes me proud to wear wings with a battlestar. Again to all of you who make the *RUPANEWS* a labor of love, thank you.

Best wishes... Bob and Carolyn

DUKE KNIEF

Greetings -

Postage check on the way to Cleve. Another year! How time flies when you're having fun! For everyone's information, ALPA "Century Club" members receive a little nice handbook listing the members of Congress, addresses, phone, committee assignment, etc. As a long-time "Century Club" contributor, I found it very useful when writing letters [I write LOTS of letters] and so I asked for and received an updated copy in 1996 two years after I retired. With all the changes in Washington since then, I thought I'd ask for an updated copy for the 106th Congress and wrote a letter to ALPA with the request.

I received an e-mail reply from Kelly Hardy, ALPA-PAC Staff Coordinator, stating that ".....our directory goes only to those ALPA members who contribute to ALPA-PAC at the Century Club level or above (\$100 and over)." He offered to send me one if I decide to contribute and included info on where to send the check. Which makes me wonder why I still receive "The Airline Pilot" when I no longer pay dues? Anyhow, everyone have a great yearand stay out of trouble. Duke Knief

I guess that there are limits, Duke! Ed.

RALPH LARSEN 44-80, MDW, ORD, SFO. Have had a rather eventful year. Trip to Australia and New Zealand. Missed a major attraction--the Great Barrier Reef-- account a fairly strong hurricane (they call them cyclones) went right over us. Fortunately our cabin stayed put, and the falling trees missed us (mostly). Lost a daughter to cancer. And in March married a very nice lady. We had been neighbors for 15 yrs, and lost our spouses within 8 days. We bought a house, and are in the process of selling mine and moving. Don't need that hassle any more. Son Ralph H. is building a house in the SAC foothills, flying the Triple 7 out of SFO., and will be retiring in 3 yrs. I guess there some kind of message there.

Ralph

PEGGY J. LILES - 55 S. Newport Dr, Napa, CA 94559

To: RUPA, I'm behind in my dues. Hope this check covers it and catches me up. Also, please change my address to the above.

After Don died, that big house was too much for me to handle. I'm adjusting to life without him but the kids and I still miss him terribly. Sincerely, Peggy

HAROLD C. LLOYD, 146 Gulf View Dr, Islamorada, FL 33036

Hi Cleve: I just noticed the item on the mailing labels "expires on: 07/16/99". That Seems to me to be a bit scary as I still hope to be around after that date! Perhaps replacing "expires" with "renew" would be less foreboding.

My first year of retirement went by at mach 1. Jane and I spent the winter Months at our place in the Florida keys. We came back to our home in new Jersey in March to be in time for the JFK retirement banquet. It was a truly Great party!

We have only traveled once by air (United) since I retired when we visited our son and his family in Hawaii. He is stationed there in the air force.

When we drive to our place in Florida we get a chance to visit our daughter and her husband and our other son and his family in Tampa. Driving is easier than flying standby.

I wonder if you might have a copy of January's *RUPANEWS* as I think that one got lost en route to me when our address changed last November. I'd appreciate a copy if one is available as I have a collection going of all you have sent me since the first one last May. [There was, and will be no January issues, as the staff take Christmas off. Ed]

The new format is great, I only have to use 1.25 cheat-ers now. Keep up the good work, I look forward to reading about old friends each month. Harry

LOUIS LOMBARDI - 31068 W Lake Morton Dr. SE, Kent, WA 98042

Cleve, Don't know how I managed, but here's my mail money and some for donuts for the crew. Early, to boot!

Once again the year has been full, and continues that way. The question, oft heard, "How did I ever find time to go to work" is certainly valid. Gail and I spent last summer and fall cruising in Canadian waters and the winter catching up with the stuff I didn't get done in the summer. Still trying to finish up my woodworking shop in the garage and get some projects completed. Also there are those pesky children and grandchildren, we never seem to get enough time with them, not that that is possible. Our proudest achievement, those kids, and our happiest times may be those spent with them. This year holds more of the same. Going cruising again in June, then to Salt Lake to our son's wedding (to a wonderful lady), and back in July for the birth of our 7th grandchild. Hopefully more local cruising in September and on to the Mississippi on the Delta Queen in October. What with Thanksgiving and Christmas, another year shot to hell.

If someone had told me how great this retirement thing was I would have done it when I was younger and had more energy. Thanks again for all your efforts, Duke

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

Hi Jock & Cleve: I hope this is arriving late enough to meet the usual protocol. I wouldn't want to be accused of setting a new precedent for the annual letter and postage.

This letter is being sent via e-mail (to you both). As for the postage, as they say, the check's in the (snail) mail. This makes four since hanging up the blue suit. Kathy is still flying and I'm still managing the NASA Aviation Performance Measuring System (APMS) research program for Battelle. I'm still enjoying the work, perhaps even more than ever, because of the progress that has been made in developing a suite of new flight data analysis tools that are aimed at improving flight safety. The program is well funded by NASA and the prototype systems that we have developed are now being adopted by the vendor community for distribution to the airline industry. I'll consider my time well spent if just one accident can be prevented.

The past few weeks have been very difficult for Kathy and I because we had the sad duty of saying goodbye to one of our very best friends. On April 19th Captain Ted McFann, Delta Airlines Retired, was killed in a light aircraft accident near Atlanta. The T-34 he was flying in a simulated air-combat flight suffered a struc-

tural failure with the separation of the right wing. Ted and his wife Barb, have been our traveling companions and cruising buddies for the past 10 years or so. Ted was a dedicated ALPA volunteer serving as Chairman of the Miami Delta base and long time MEC Chairman of Professional Standards at Delta. He followed me as National Chairman of Professional Standards and also served on the National Flight Security Committee, continuing to serve in this position even after retirement at the request of ALPA National. Ted was also an ex-Miami cop. We, along with many others, will miss him very much.

The experience in helping with all the grim tasks that have to be done at a time like this, has given us a wakeup call relative to our own level of preparedness if the unthinkable should happen. Most of us have purchased the insurance and prepared the will or other legal documents. However, we should also make sure to leave a list of printed instructions or a checklist that can be easily found. It would be helpful if a copy of these instructions, perhaps in a sealed envelope, could be left with someone outside the immediate family. It should be remembered that the family and close friends are often so grief stricken that it's hard for them to think clearly or even remember where important documents are kept. I hope each of you, along with us, will review your own state of readiness should the unexpected occur. It will lessen the burden on those you care about most.

It is with mixed emotions that Kathy and I are preparing to leave for Southern France for a three-week vacation later this month. It will be hard for us to keep from thinking of all the vacations that we have enjoyed with Ted and Barb these past years. But we are also looking forward to this time to "get away" and spend some special time together.

I would like to thank all of you who volunteer your time to get the *RUPANEWS* out to those of us who don't. Maybe when I retire for real, I'll have enough time to do my share of the work. In the meantime, keep up the good work. I like the "new look" of the "News" and I must congratulate Jock and company for the very professional and informative publication that now arrives at my door each month.

I never thought I would find myself back at Denver TK going through transition school again, but, sure

enough, last fall there I was, walking down those familiar hallways carrying A-320 manuals and looking for classrooms. The A-320 is one of the aircraft that we're working with in the APMS program, hence the reason for the Deja Vu. I didn't find the school to be very difficult although the airplane is VERY different if you're an old Boeing or MD pilot.

I also pegged the "fun meter" again a few weeks ago when I received an invitation to fly the Space Shuttle sim. It's located at NASA Ames, and is the largest full motion simulator in the world (at least three times the maneuver space as United's old DC-10 sims). The astronauts use it to maintain proficiency. They say it will pull 2 1/2 Gs and I believe them. I got an hour or so in the seat with about eight approaches and landings (all keepers). A very interesting experience. Transition from Mach below 45M, approach at 300 IAS below ten and pitch 18 degrees nose down. Initial flare is at 4,000 feet, and touchdown at 190 IAS. Kinda reminded me of some of the B-727 captains I use to fly with. The feel was similar to a no-flap approach in one of the smaller wide-bodies, except with a side stick control. It has good flight control response, in fact, on one approach, we executed a double aileron roll to lose altitude. Computer generated HUD guidance symbology on approach makes it easy by providing a "fly to" command. I got a certificate from NASA so I guess I'm now wide-body glider qualified. Enough hanger flying.

We hadn't planned a cruise this past year but a deal came by that we just couldn't pass up (it looked good on paper). We started by departing Long Beach and proceeding along the Mexican coast with stops at Cabo and Acapulco, then San Jose, Costa Rica, through the Panama Canal, a stop at the San Blas Islands, over to Cartagena on the Colombian coast, down to Aruba, and then back to Ft. Lauderdale. Whew! We went with our cruising buddies from Delta and had a great time but 15 days is too long.

Lots of short trips this year including our annual trip to Carmel in February, but nothing else real exciting. We have reservations at the new Marriott in Kauai for a week in October. I also managed to join Kathy on some of her Hawaii trips.

We spent part of the year adding a new entrance and garden to our house. Our New Year's resolution will be, "no remodeling this year".

I spoke at the ALPA National Professional Standards conference again this year. It's nice to see some of the former "faces in the audience" now standing at the podium in a leadership role in Professional Standards. The current National Chairman is a friend from Northwest.

Our kids are all fine. Just doing "their thing". My son Ron, has taken a leave of absence from United to get his master's.

As I pass through the various airports on our travels, it's nice to see our former First and Second Officers wearing scrambled eggs on their hats. I have jump seat authority with the NASA work and occasionally go up and watch how it's done. We must have done something right before we retired because they sure do a nice job.

Good luck to all of you during the next year. Maybe I'll retire for real next year. Or, maybe not. Bob

ROBERT G. MABEN - 1 Springbrook Ter, Lake Hopatcong, NJ 07849

Hello there, enclosed is postage for 1999. I am retired one year now and am working twice as hard for half the pay, but enjoying it very much. I don't know how I ever got any work done or ran my R.V. business for 26 years while flying. The days are shorter than ever, or so it seems.

I enjoy the publication, keep it up. Sincerely, Bob
EWR-JFK-MIA

SHERM & CAROL MANCHESTER,

50 St. Andrews Drive, Novato, CA 94949 65 -97
JFK MIA SFO

Hi Jock, The second year of retirement passed as quickly as the first. However, the dreams of not being able to find my airplane in some enormous (and anonymous) airport are less frequent. Carol and I did some traveling on UAL to play golf (Palm Desert, San Diego, Tucson, and Williamsburg), attended the 40th anniversary reunion of our graduation from Pilot Training for Aviation Cadet Class 59-C in SAN, did two cruises, one in the South Pacific on the *Crystal Harmony*, and one out of San Diego on the *Silver Wind*.

United must be doing very well we actually had to buy tickets on a number of our trips to insure getting to where we wanted to be!. All as a result of NOT getting a seat one Sunday from SFO to SAN to attend a family re-union and birthday party. I think it was my mother who said, " Next time, buy a ticket!" Although, I'm sure it was one of my brothers who added the, "You cheap screw!" Oh well, if you can't beat them, etc. We are going to Paris in the fall on a cheap ticket, upgraded to Business with our miles.

In June, I'm actually going to be able to play in the Invitational at our golf club. I've been a member for

24 years, and this is the first time I've been home to play! The retired seniority is much better for monthly schedules, and when the Crew Desk calls you get to just laugh.

I enjoy the new format keep up the good work.
Sherm

P.S. Postage to Cleve by snail mail.

AGING GRACEFULLY

By Lauran Neergaard

JUST because you're 75, you shouldn't have trouble lifting a bag of groceries or getting up from a chair. But for millions of older Americans, those simple activities are a daily struggle. Disabling frailty doesn't have to be part of aging. In fact, studies have found that even 90-year-olds can rebuild lost muscle with some careful exercise. It would be better to never become so frail in, the first place, and researchers have come up with a way to help: Fitness performance standards to let anyone 60 and older assess quickly if they're in good physical condition for their age, or if they're at risk of a downhill slide that could lead to a nursing home.

"Our main interest-is in keeping people mobile and staying physically independent as long as possible," said Roberta Rikli, a professor at California State University, Fullerton. She led a study of 7,000 Americans ages 60 to 94 that established the standards.

If the tests signal you're at risk of becoming too frail, "we can do something to try to prevent that," she said. The exercise tests are simple enough that many people could try them at home, and senior centers around the country are starting to use them.

Frailty is a huge risk of aging. By age 70, most people have at least 20 percent less muscle than they did at age 30. About 70 percent of elderly women are too frail to lift just 10 pounds, and 60 percent cannot perform such household work as vacuuming. About 35% of men are equally frail.

Some of the muscle deterioration may be inevitable. But Rikli says at least half is because of people becoming more sedentary with age, meaning that keeping active is important if you want healthy retirement years.

Rikli and colleague C. Jessie Jones studied about 7,000 Americans older than 60 who live independently

They performed such simple tests as:

- How many times in 30 seconds they could rise from a straight-backed chair without using their arms to push themselves up. That measures lower body strength.
- How many times in 36 seconds they could lift a weight - 5 pounds for women, 8 pounds for men

in a "biceps curl." That measures upper body strength.

- How many yards they could walk in six minutes, to measure aerobic fitness.
- How long it took them to rise from a chair, walk 8 feet and return to a seated position, to measure mobility.

The study, funded by a Medicare HMO provider, set standards for fitness levels that are normal, below average, or so low that people are at risk of needing a nursing home.

Say an 80-year-old woman could stand up from a chair, without pushing off, 10 times in 30 seconds. That's normal for that age. But doing only 10 of these "chairstands" at age 60 is below average - and while people at that level may function OK right now, they're at big risk of losing mobility by age 75. Rikli found that fitness declined with age on average 1 percent a year. She advised people to track whether they're declining faster than normal, or if exercise is paying off and they're improving.

Regardless of age, people who got moderate physical activity at least three times a week were the most fit. Some doctors already use similar but experimental tests to assess elderly patients' limitations. "They're very powerful predictors" of who will wind up disabled, said Dr. Jack Guralnik of the National Institute on Aging, a pioneer of the studies.

Rikli wants such assessments to reach more older Americans. She hopes to have easy-to-read consumer brochures available by fall to illustrate the tests and show how to measure anyone's fitness level against the national standards.

"That's an excellent idea," said Guralnik. "The more people are aware of their level of functioning, the more they can tune into the fact that they need to exercise."

Already, some of the 267 senior centers that participated in Rikli's study are using the fitness assessments. She will advertise the consumer brochures in publications targeted to older Americans once they're complete. But instead of waiting, senior centers and doctors can simply check April's edition of the *Journal of Aging and Physical Activity* for the study results.

June 12, 1999

SAN MATEO COUNTY TIMES

HEALTH

To wish to be healthy is a part of being healthy.

Seneca

Objection, evasion, distrust, and irony are signs of health.

Neitzsche

HOWARD MAYES 224 Bradley-Foster Drive
Huntington, WV

Just realize I may be late reporting in for my birth month, time continues to speed up and I continue to slow down. I finally am following Dr. Kidera's advice and slowing down. Hope I don't overdo it. May was the highlight of the last year. We attended the college graduation of the 13th grandchild, she was the last one, and I feel we are experts on college graduations.

Still have some dealings with the FAA. I am a member of the local airport authority. There is a move to build a new midway airport between Huntington and Charleston. The FAA has said no money will be spent for improvement of present facilities until a new management plan is in place for a new midway airport. We would like to lengthen our runway, but need monies from the airport trust fund. This was not a requirement when the fund was established. More government control ???

Still look forward to the *RUPA NEWS* even though there are less names I recognize now. I guess twenty-one years away explains it.

Postage check to Cleve- "you all" do good work.
Howard

GEORGE MCCULLOUGH, 17662 Division Ave.,
Suquamish, WA, 98392 geomac@sprintmail.com
Starting year seven. Life is good and health is good. Nothing exciting to report. It's better that way. Keep myself busy with an amateur astronomy group and tutoring high school mathematics. We continue to enjoy the *RUPA NEWS*. Thanks to all and keep up the good work.

Regards, George

T. P. (TOM) MCCURDY - 9014 Hunter Road, Capron, IL 61012

Dear Cleve, Another year gone by and still having fun. You will find enclosed my annual postage check. To all my friends out there, I would like to say we are all alive and well here in Northern Illinois. Regards,
Tom

PAUL P. MEYER - 19 Waters Edge Ct, Babylon, NY 11702

Hi Cleve! Just a short hello - Everything just fine at our hut. Keep waking up every morning and enjoying retirement. Look forward to the *RUPANEWS* and would like to thank all who make it happen.

I would like to Re-Up. Thanks, Paul



CARL MILLER, 13051 Farthingale Dr., Oak Hill, VA. 20171 smile59@juno.com

Dear Cleve, After 13 years of retirement, this is only the 2nd time I have sent a note in on my BDAY. Lost two good friends this past year. Paul Means who I had my first copilot trip with on a lousy night of weather. The trip was from DCA, BAL, HAR. ELM, IPT, ROC, BUF, ERI and finally PIT.

Paul was a first class gentleman. Moose Morehead, with whom I corresponded, and he would keep me informed on Deaths in the Florida area and I would keep him informed of the DCA group and I would put it on the DCA phone tree.

I have had to give up all extra activities due to very poor health, and if anyone in the Florida area would like to send the Information that Moose did, send it to Gerry Goebels, as he is now doing the phone tree. I am married to 50ft of hose attached to an oxygen machine that allows me to move around the house, and many portable bottles if I go anywhere, and that is very seldom. Two packs a day, and now I am paying the price. Carl

KENT & BRENDA MORRISON

1885 Augustenborg Pl., Solvang, CA 93463
ORD, 94

Dear Cleve

Another year down the tube. No real excitement to report. We are very tied down to home because we have Brenda's 93 year old mother at home, who is in the advanced stages of Parkinson's. We had her in a full care facility but became very dissatisfied, so last December we moved her home.

I just acquired a Capt.'s P.C. (it was free). One of our daughters got a new computer and so gave us her old one. I guess it will crash in 2000; if not, I hope to be on line sometime in the future. We were the only ones in the world who still didn't have a computer and cell phone. Now all we need is a cell phone (maybe one of the kids will give us free one!).

It was sure tragic to hear of the untimely passing of Dave Boyce. We went thru a lot together, (NAVCAD's, first Navy squadron, and then United). He was one of the most liked individuals I ever met. He will be greatly missed.

Many thanks to everyone who make the *RUPANEWS* possible. I sure look forward to each edition. Regards to all, Kent & Brenda

DENNEY & KIM NAROG - 26006 9th Ave. Ct.

East, Spanaway, WA 98387 kimden@telisphere.com
Dear Cleve, If my calculations are correct, I'm sending the postage dues in a month early. This will NOT be a precedent, because I doubt it'll ever occur again.

One month before retiring, we started construction on our new home. Three years later it's still a work in progress, and I understand that's about normal. Other than that never-ending project, all is well in this part of the world.

This past year, we made journeys to the Maine Coast, Arizona, Mexico, and New Orleans, some via United passes, others via Priceline, or 90%ID. Via United was the most difficult, but still not bad, and the price continues to be the best.

Enjoyed some good skiing this past winter with a maniac group that refuses to act their age. The group includes several Ruparians who're apparently getting better every year. My other main addiction is a return to golfing, which I have to keep reminding myself is only a game.

My thanks to you, Jock, and the various groups that keep the *RUPANEWS* alive and well.

Sincerely, Denny

"NORDY & RUTH NORDHAGEN 2 La Vista Verde, Rancho Palos Verdes, CA 90275-6345 33-74
The month of June has rolled around once again. Time to report in to RUPA, number 25 this time. Not much travel this past year, however we were once again fortunate to be able to cruise on the beautiful, luxury cruise ship *Silver Cloud* from Edinburgh to Montreal. Great cruise, staff and crew, even though we did sail through a hurricane for a couple of days. This was our 37th cruise--how lucky can one be! In November on our return from our annual visit to HNL we had quite an experience. After the normal wait to get a boarding card at HNL for the HNL-LAX flight we were told that Delta. had just canceled their HNL-LAX flight--, so there was no space, but if we wanted to go over to the next gate we probably could get on the HNL-SFO flight and then take the last shuttle flight SFO-LAX which we thought would be a good idea. Got listed. Got on the HNL-SFO flight no problem, arriving SFO we had about 1 hour and 30 minutes to catch the last shuttle SFO-LAX at 10:30 PM. We noted one of the gate agents, a young lady, was spending quite a bit of her time talking to 2 people at the counter. Finally the flight was closed out after boarding these 2 people. Later confronted this agent. She informed me that the people she had spent so much time talking with were her parents and she put them on instead of us because she didn't want them to have to spend the night at SFO. Here is a case where my hire date of Dec. 1, 1933 did not mean a thing, it does and can happen!

Our school teacher daughter and our grandson have used a few of the companion passes and have had very good luck.

Spent a little time at our cabin at June Lake. No fishing this last year. I guess we have caught enough fish for awhile. Still beautiful mountain country. Our granddaughter and husband finally moved out of Clintonville and are now established in Denver with good jobs. Stephane will be presenting us with a great grandchild in early August so we we'll naturally have to make a visit to Denver once in a while. Our grandson is still working over in the valley with no wedding bells to be heard.

Well that's about it for our 25th report. We're, still looking for a trip or cruise to take. We have indeed been fortunate to have been able to do the traveling we have--37 cruises and over 150 countries visited including the 7 continents. Our very best wishes and regards to all and thanks to all responsible for getting the *RUPANEWS* out. We were indeed sorry to learn of Bill Arnott's passing. He, was a great guy. Thanks Ray Lahr for the fine letter and article on our good friend Bill Arnott. We will celebrate our 62nd in July.
Nurdy

BILL NORTHUP – 1440 SW 25th Ln, Palm City, FL 34990
'65 – 91 EWR, LGA ,JFK, MIA ,CLE, ORD, JFK
Greetings to all. The climate around here is getting oppressive, so it is time we headed up to the 1000 Islands, St. Lawrence River for a couple months. Enjoy being with the group at our Treasure Coast luncheons and the wife says maybe we might go to the Vegas thing. Missed the F8 Crusaders reunion at P Cola and will miss the Willow Grove F8 reunion also. However, we will hopefully make it to Va. Beach for a special event involving the old/new VF 81, VFA 81 on our way up north. This should be a lot of fun! Still doing Aviation Art and involved with Vintage Race Boats. Have a 30-year-old new, never finished, 225 Hydroplane of a friend that I just finished up and we took her up to Mount Dora Florida in late March. First time in the water the old renewed aluminum V8 Buick pushed her to about 125 – 130 mph! Great fun!! Take care all. Norty

BOB O'LEARY 27164 Gading Rd. Hayward, CA 94544

Dear Jock: Once again it's time for my annual letter, and frankly I haven't got a thing to say of interest to "the group". But that isn't right, we've got a great newsletter all it needs is some material, so I'll reach a little.

Some of you may vacation at Cape Cod this summer. I recently researched and had printed in the Coast Guard Academy Alumni Association's Bulletin an article on what has come to be called "The Battle Of Chatham". This was a vicious attack by a W.W.I U-boat, resulting in what is arguably the first case of gunfire on the mainland United States by a foreign power since the war of 1812. Here's how it went down:

Early arrivals at the beach noticed a steam tug and its four barges in tow chugging peaceably along not far offshore. They were soon stunned to see a U-boat materialize out of the haze and commence firing at the tug and its barges. The U-boat would later be identified as the U-156 under the command of Kapitan Leutnant Richard Feldt. His command was classed as a submarine cruiser, armed with six inch guns. His guns were firing shrapnel rounds, a type intended to cause massive personnel injuries. This was particularly vicious, because as was the practice on barges, the barge captain's wife and children lived aboard. He soon shot out the wheel house of the tug and then sank two empty barges, whose occupants manned the lifeboats. There were soon personnel casualties in the lifeboat. At this time, several rounds whistled overhead and slammed into the land behind the beach. Coast Guard Station No. 40 near Orleans noted all this activity. They launched a surfboat to go to the aid of the seamen and called the nearby Naval Air Station at Chatham.

The event could not have caught the NAS at a worse time. They were conducting a massive search for one of their blimps that was overdue offshore. Everything flyable was offshore including the CO, Coast Guard Lt P.B. Eaton. Yes many NASs were under the command of Coast Guard Officers in W.W.I.

The station was able to launch four hastily commissioned Curtiss H2SJ flying boats A big cheer went up from the beach as the four battle-grey patrol planes roared offshore to the attack. Apparently the sub was unaware of the existence of the Naval Air Station, because it hastily broke off the shelling, and to the disappointment of the aircrews, crash-dived to avoid attack. Normally, when a sub is bounced by four patrol planes he goes under and that's the end of it. To the surprise and delight of the crews he suddenly surfaced and, another surprise, opened fire with a "high angle" gun that rotated out of a flush recess on the deck. One by one each of the four planes dropped their Clarke Mk-IV depth bombs; each of the bombs landing within their lethal envelope – not a one exploded! The last attack was delivered by the CO, who had returned from the search, got his plane armed and also, to the admiration of his crew,

flew through the flak to deliver his bombs which were also duds! This was not totally unexpected, because these bombs had earlier been the subject of a bitter letter from the CO to the Bureau of Ordnance. All in all a melancholy parallel to the USN submarine forces torpedo problems in W.W.II.

What of the U-156? The next day he sank a schooner off Gloucester. He then proceeded to Long Island, NY where he sank the *U.S.S. SAN DIEGO* off Fire Island. The loss of this cruiser was the largest USN loss in W.W.I.

To this day historians aren't sure if the U-156 sank the *SAN DIEGO* with mines or torpedoes. In a fine touch of irony, on her way home to Germany the U-156 was lost with all hands on September 25, 1918, when she struck one of the mines laid by the Allies as part of the North Sea mine barrage.

So when you're on that peaceful stretch of beach this summer, it wasn't always so!

Bob

CURLEY OWEN, owenatfd88@aol.com

Yearly dues are in the mail and time for my yearly letter. 1998 was a good year.

Seven years of retirement have passed and we continue to enjoy our retirement here at Aero Acres. Flying and maintaining our airplanes is a good, enjoyable pastime for me.

During the past year when the American Airlines Vice President of Flight Operations and Chief Pilot, Cecil Ewell, called our home, it caught my attention. He was calling to offer our daughter, Pam, a position with American Airlines. Pam had been flying the ATR for American Eagle for five years. Prior to training, American schedules an indoctrination program and each new hire is encouraged to invite their father or spouse. I attended the two-day program and banquet as Pam's guest. It was truly an impressive experience. Then, a few months later, Capt. Cecil Ewell called again. This time it was to offer a position to Pam's husband, John Leone. At the present time Pam is flying as a MD 80 First Officer out of Dallas/Fort Worth and is really enjoying it. Her husband is now in training on the MD 80 and will also be flying out of Dallas.

Also, just had a visit from Capt. Harry Long and his wife. Always glad to see one of my UAL friends. Thanks to you all for a great newsletter.

Curley



FRED A. PAGE – 126 Lochwood W., Cary, NC 27511

Yo Cleve; Well as you can see, I'm no better this year than last, sorry about that. Enclosed a check for the pot. Thanks for all the hard work Terry and I both appreciate it. Sincerely, Fred

You're better than you think, Fred. This is the second check you've sent in three weeks, now you are way early for next year. Cheers, Cleve

LARRY PEET Salinas, CA. 93908

Dear Jock,

'Renewal \$ off to Cleve at this time. Nothing new around here. Just keeping busy attending Masonic, Shrine and SIRs meetings when I can.

Keeping in touch with my good friend and pal Bob Lenahan at other coast, St. Augustine, FL. by telephone, snail-mail and cassette tapes, and now e-mail. The tapes seem to work as well or better than the others, because you can get a lot said in one shot. E-mail for quick questions and answers. Keep the news coming.

Regards, Larry

S. J. "BUD" PETERS - 2144 E. Poppy Hills, Eagle, ID 83616

Hi Jock and Cleve, The dreaded birthday rolls around next month, so thought I would get the postage check in the mail while I remembered. The move from Illinois to Idaho went well. Sometime during the summer of 1998, a gentleman wrote *RUPANEWS* about a discount he learned of from Allied Van Lines to retired UAL people. He provided a telephone contact in the Chicago area. I used the name and number he provided and received the 61 percent discount. I forgot the pilots name, but I certainly want to thank him for passing that information along. Lots of familiar names on the list of Fold and Stuffers. Thanks so much for all the hard work getting the bulletin out. Really like the new format. Stay well. B ud

WILLIAM E. POGUE – 596 Utica Ct, Sunnyvale, CA 94087

Dear Cleve, Johanna and I really enjoyed the "Fold'n Sutfin" dinner last night.

This year January we went to Antarctica, and in February we went to Thailand on a three-week tour. In August I am going to Peru on a steam train tour. In September we have a trip to Europe, and in November we go to New Zealand for the golf tournament, sponsored by Air New Zealand.

I am still working in my garage furniture factory, and playing a lot of golf.

I am now on Medicare, "el tiempo vuela", which means how time flies. I am taking Spanish classes, hoping to be able to use a little bit of it in Peru. I want to thank everyone for all their hard work, time and effort, as the new Journal is great. Ed

ORD-DEL Cancelled

The company officially canceled ORD-DEL [on June 9th.] In their press release they said, "The decision not to proceed with the new route is based on United's latest assessment of the economic viability of the route given the complexities of flying such a long route." No mention was made of the failed [ALPA] talks. From some I've spoken with there were going to be considerable costs associated with this route, including a polar navigation package (in itself not expensive) arctic survival equipment for passengers and crew, augmented communications capabilities, and the need to have a captain on the flight deck at all times (also not expensive in itself).

According to the Chairman of ALPA's flight time duty time committee, on British Airways' flights between London and Anchorage, the last two rows of coach are replaced by a storage bin filled from floor to ceiling with stoves, thermal blankets and other arctic survival gear. This is required by Britain's CARs (FARs). Based on how ill-prepared the company's first over the pole test flight was, I have the sneaking suspicion that they went into this ORD-DEL plan without a good understanding of what would be operationally required. It also appears the profit outlook was marginal, and when they realized the complexity of the operation, they decided it just wasn't worth it. Just my thoughts for whatever they're worth.

Pat Palazzolo

UAL – ALPA Forum



We've been wandering in the desert for forty years. But he's a man – would he ever ask directions?

FREDERIC E. RACHFORD - 14301 Ryan Ct,
Woodstock, IL 60098 MDW-ORD 56-91

Dear Cleve, Birthday month, time to feed the RUPA kitty and bring me up to date. The RUPANEWS is great, larger pages, easier to read print, alphabetical listing of letter writers. What more could a fellow ask?

Many thanks to all you workers who make RUPA and the newsletter happen. Fraternally, **Fred**

CHARLES RENN - 1414 S. Division #3, Moses Lake, WA 98837

85 this year, health is good, still hunting and fishing. I made a trip to King Salmon, Alaska trying to catch that 50 pounder, no luck. The new format is great and I appreciate all you volunteers do for RUPA.

Postage enclosed. **Chuck**

JACK RODERICK - 1540 Millview Dr, Batavia, IL 60510

Dear Cleve; Enclosed are my dues, etc for 1999. Just had my 65th but am still working as S/O on DC-10.

My son will graduate from high school in June and still have a daughter at Purdue. I'm still selling out-of-print aviation books and repairing Lionel trains. I had a wonderful luncheon with a lot of old friends, The North Coasters, (NEE "CLE CRAZIES") in April. I enjoyed it very much and will do it again. It was good to see those friendly faces again and realize how much I miss the CLE domicile. The best to all,
Jack

EUGENE G. SALEGUI - PO Box 437, Surfside, CA 90743

Dear cleve --- apparently, the Y2K problem is real. How else can I explain the delinquency of 1998's dues and the early arrival of 1999's!! Slowed down the traveling during the last 6 mos. Due to my wife, Audrey, down for equipment repair. She has now been returned to "flying" status and on we go. However, did manage to squeeze trips to France, England, New Zealand, and Spain courtesy of United.

Now the summer flying season begins and will attempt to fly the Maule (MXT-7) all the way to Oregon. All we can do is "try"!!

As for lousy news, my favorite "Grumpy" Captain has slipped away. Crusty Captain M. T. "Robbie" Robbins has finally gone to the great golf course in the sky. An ole naval cadet, he flew the PB 2Y in W.W.II and made a reputation as the oldest ensign plane commander- -due to irregular activities. Oh well. Keep the RUPANEWS coming. **Geno** LAX Oct. 95

AL & PATRICIA SCHMITT, P.O. Box 2985,
Sequim, WA 98382

Dear Jock: Two years into retirement and I have definitely run out of soap! We've cut way down on travel this year because we are about to break ground on a new home overlooking Sequim Bay and the Strait of Juan de Fuca.

Should be ready for company by this time next year. We are enjoying boating and occasional flying. Life is good. The new format is great and thanks to all of you who put out the RUPANEWS. Check to Cleve.
A I

JIM SUTTON

Dear Jock,

The Sutton's are doing well and this is nine and counting. We live in Florida and migrate to Wisconsin for a couple of months in the summer. This seems to work for us for the present.

We have had some changes since my last letter, you can add two granddaughters to the one grandson we already had. The grandson is 5 and granddaughters 2 and a one-year-old. We visit at every opportunity.

We are keeping busy playing tennis, boating, fishing, sailing, and we ride bikes. We are planning some more travel in the future. I hope we can get on, most flights are full when we do try to go. I must add that the passes and buddy passes are a great benefit.

I want to share one experience I had last February. A number of my old flying buddies from the Korean war, had a dinner. One member knew the Korean Mig pilot who defected to the South. He was invited to our dinner.

We picked his mind and found a very interesting fellow. We had two aces, two generals, several retired colonels and two retired airline captains. With all this horsepower and interesting people, they wanted to talk about airline pilots' retirement pay. The Mig pilot wants to come to our next dinner. He is invited.

The best to all and I hope you are enjoying your retirement too. Jim



The worst thing is that they cut my Social Security because I'm working!

ROBERT L. SWOFFORD – PO Box 1338, Coppell, TX 75019

Dear Jock, Seventeen years of retirement and I still have not got it right. We enjoyed the cruise. Spent a lot of time with the grandchildren. Our health stays ok. I haven't noticed my name on the O'Bit list so that must be good. With the movies about WW2 and the books by Ambros and Brokaw, there has been a general revival of interest about the war. I have started a campaign to encourage everyone to start writing their biography. I wrote mine about three years ago, and it was well received by my children and grandchildren. I had one brother who was in the infantry with Patton's Third Army. He went from the invasion across France and into Germany. Was wounded five times and still survived. Another brother was on an Aircraft Carrier from before the war started to the end. Now they are both dead and their stories are lost.-- Too bad! A personal record about our lives, what we did and what we felt about the times, is something we should leave our children. **Lee** 1945-82

Lee, I totally agree. I'm getting more involved in genealogy, and am also writing an "oral history" of what few things I did with my life, so that my grandchildren will have a better idea of their grandfather than I did of mine. I strongly recommend the practise to all. Ed

JIM TIGHT, Medina, Ohio; Las Vegas, Nevada
When I'm asked, "how's retirement going?", I like to respond, "I'm getting a little younger each day". I still miss the flying very much, and rather hope that I always will.

Once again its time to give a little thumbnail sketch of the year's activities.

We finished up last summer with a drive up to Reno for "Tailhook 98". Anyone there will certainly agree that the highlight of the whole convention was the POW panel. It was a privilege just to be in the same room with those brave men. The turnout each year gets larger, with a noticeable increase of active duty persons, including some senior officers. Corporate members are also returning. The association is alive and well once again.

Christmas was spent in Chicago with our younger son's in-laws, a half Jewish, half Christian family, without the slightest hint of friction or conflict. How grand it would be if the rest of our world could take an example from that wonderful family. Its best of all for kids. Hanukkah and Christmas both? How good can it get?

This past winter/spring we circled the globe, once again, mostly bycruise ship. What a trip! In nine

weeks we made twenty six ports, visiting twenty three nations on four continents. We had clothes made in Hong Kong and shopped the souks of Marakesh. Rode elephants in Bangkok, camels in Petra, and played with the Gibraltar monkeys. We walked the Holy Land, visited the pyramids, gambled at Monte Carlo, and did too much more to put down here. Cliff Schutz gave us a day on Mallorca we'll not soon forget. You're pretty good with the language too, Cliff. Thanks again.

The mountain of mail waiting for us on our return was just as big as we'd feared. After ten days here, out to Vegas for more sorting.

We're back in Ohio again and look forward to a very conventional summer.

Until next year, **JIM T.**

TOM TROTTER, 8908 Hickory Hills Ave., Bakersfield, CA. 93312 thomastrotter@compuserve.com 67-93 LAX, HNL

Another uneventful year has slipped by for Joan and me. We've been very fortunate with pass travel on United. We appreciate our privileges, even more, after listening to our retired friends from other airlines talk of reverting to the bottom of the boarding priority list when they travel space available on their airline. More consideration seems to be given to all of us since the employees bought the airline. Thank you ALPA! The letters from fellow retirees, the new editorial policy and format make the Journal pleasurable reading. Who needs to subscribe to any of the medical newsletters that are solicited, when we have all the latest medical treatment and disease prevention information we need right here in our own magazine. You guys are doing a great job. Thanks, Tom

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

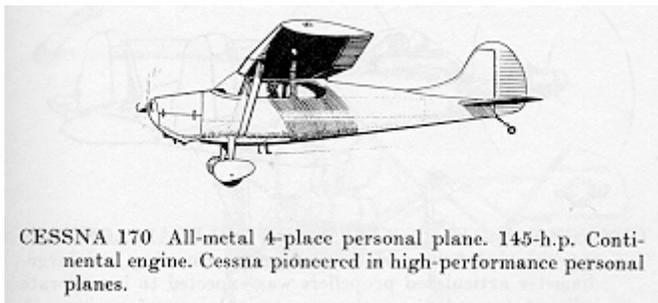
Thought I'd get this to you readable, but just. Have my laptop without printer when I'm away. Sorry it is so late, but with my 89 year-old mom having two surgeries and the IRS 15 April tax deadline, I just didn't get the check in the mail. I continue to look forward to the *RUPANEWS* and appreciate what all of you do. No cruises this year, but put 18,000 miles on the motor home from California to the Keys. Have especially enjoyed what that big Caterpillar engine does in the mountains.

Please keep up the good work. **Don**



LARRY WATKINS, Incline Village, Nevada
50/85 SFO

Hi Jock. Summer has just happened at Tahoe. After a super ski season we have returned to our hiking and biking activities. Last week we flew our son Lance to Elko, Nevada to pick up his recent purchase of a 1952 Cessna 170B. He had been looking for this classic for two years and found a beautiful airplane based in Elko for 10 years.



Elko is quite the metropolis now. The runway is 7000 ft. long and several 737's travel 20 minutes to Salt Lake to shuttle in the vacationers for gambling. Five new 150 room motels opened last week. They will shuttle the Salt Lake City Olympic fans for gambling and overnight rooms, and return in the morning for the games. There is a Super K Mart and a Super Wal-Mart within three blocks of each other, and every known business in between. The traffic is unreal. Quite a change from our sleepy little Elko of 1950 with one trip per day and they closed the small terminal when we left.

I want to pass on to everyone an article I read in the USAA magazine. It's called "No more blind spots" how to adjust your side-view mirrors to lessen your chances of an automobile crash.

1. For the driver-side mirror, place the left side of your face against the driver-side window and adjust the mirror so that you can barely see the left side of your car.
2. For the passenger-side mirror, sit in the center of the front seat (or lean as close to the center as possible) and adjust the mirror so you can barely see the right side of your car.

Approaching vehicles should be in your side-view mirrors before they leave your rear-view mirror and in your peripheral vision before they leave your side-view mirrors. It works, and it's great for freeway driving. Try it! It takes a little getting used to. Absolute best to all. Larry

CHARLES E. WAFEL – 3540 Marvin St,
Annandale, VA 22003

Mr. Alfson: I am sending Dad's membership and postage for RUPA. He fell the other day, May 5, and broke his left wrist and injured his right thumb.

Other than that he is doing pretty good. He still has quite a sense of humor! Respectfully, Patricia Bender
Hang in there Chuck!! Ed.

MURRAY WARREN - 4835 Exeter Estate Ln, Lake
Worth, FL 33467 5612134

I find that after 9 years of retirement, I'm still enjoying it. hopefully, I won't have to give it up too soon. I had heart by-pass surgery this past November. The new plumbing seems to be working fine.

My golf handicap has been holding between 15 and 18, and as hard as I try, it doesn't appear that it will improve. We just started building a new home in the Ironhorse Country Club in West Palm Beach. It should be ready by the end of the year, which will give me plenty to do between now and then.

Enclosed is a check for the printing and postage.
Murray

RON AND MADELON WEBER,

1418 Crestwood Ct., San Mateo, CA 94403-3915,
E-mail: RWeberinSM@aol.com
YIP, DEN, SFO, LAX, SFO. 1965-1995.

Dear Jock,

This is my first time for writing, although I haven't flown since late August of 1995. I quit flying at age 57 because of my bad hearing and, shortly afterwards, a very minor heart attack. But now, at 61, I feel great--just don't hear too well. But I have missed the flying and the camaraderie of being associated with the greatest group of guys ever.

Madelon is doing very well with her newfound interest in oil painting. And I keep busy at the computer as I transition from the MacIntosh to a PC. I've been taking a number of computer courses at the College of San Mateo to ease the transition. Learning to play the piano by ear, a little travel, and the usual "honey do's" keep me busier than I like--I'm still working on the second story addition begun before the strike.

The big event coming up in July will be when I get my fully restored '65 Porsche back from a one-year plus restoration job--anybody for touring? I have had it since new, with only 80,000 miles on it. Not a very good car for Y2K, but what the heck...now if I just had a HumVee...

We enjoy hearing about all the adventures of RUPA people. Thanks to you, Jock, and to Cleve, plus all the others, for all your efforts on behalf of RUPA. Check to Cleve.

Best regards,

Ron Weber

It's always good to see you at the Foldn' 'n Stuffin'
Thanks for helping out. Ed.

JAY D. WEEKS – 16 Sharrer Rd, Port Murray, NJ
07865 908-832-7155
Everything fine with us. All in good health. Great
newsletter. Thanks, Jay

E.K. WILLIAMS. 18140 Airmont Road, Round Hill,
Virginia 20141
'66 to '97 DCA, SFO, ORD, CLE, ORD, DCA, ORD,
DCA, ORD, HNL{That is the way to remain unknown
to the Ft. Mgrs.}

Hey There Jock, I understand that the Folders and
Stuffers are gathering on the 7th to celebrate my
Birthday so I will get this off to you, and doughnut
money to Cleve. Please do not serve 'raspberry filled'
in my honor.

Highlight of the year occurred in March when I ar-
ranged for Betty to ride the first 11 miles of the
Iditarod Trail Dog Sled Race with musher Jim
Lanier. There were 63 dog teams of 12 dogs each on
4th Avenue and they were all barking and howling in
chorus. Beautiful day and an exciting experience to
cap a fun week in Anchorage.

See you in Vegas.

E.K.

RALPH WRIGHT - 4675 S. Yosemite #204, Denver
CO 80237

The big 80! Its better than being 70 or 75 at which age
people expect you to retire to a little house in Florida
and become a grumpy gimpy old has been. At 80 eve-
rybody wants to carry your baggage and help you up
stairs. If you spill your soup, or your socks do not
match, its o.k., because you're 80. You can relax at 80
because nobody expects much of you. Life begins at
80. Helen sends her best. Still flying the Bonanza.

Thanks for the good work. Check to Cleve.

Ralph



"Pushing the envelope. How about you?"

JIM AND LAVELLE HARRISON 8118 Collins St
Annandale VA 22003

ibjim@erols.com (SFO/DCA/IAD)

Hi gang, Seems like this is a semi annual event in-
stead of once a year. Being the last day of my birth
month, I am taking longer to launch this missive using
e-mail and getting recurrent in typing at the same
time. Five years out and all is well. Stayed low tech
as long as possible. Got a computer from Santa. Just
as I suspected, it consumes a lot of time. Thankfully,
the library has tons of info on the subject. It will be a
long time before I am ready for a pc on the PC.

We took the Baltic Sea/Scandinavia cruise last sum-
mer on the Princes Line. Dover to Dover. Very en-
joyable. No problems IAD-LHR-IAD. Hope the in-
creased flying at IAD works out. Lots more choices
for us who live in the northern Virginia area.

I'm still doing my thing at the National Air and Space
Museum. Sixteen years giving tours at the "treasure
center" storage and restoration facility. Enjoy a close
association and friendship with the craftsmen and do-
cents. Very knowledgeable and talented group. Our
tour groups spoil us at the Paul Garber Facility. No
adolescents or square fillers. They are the true avia-
tion buffs- military, industry, veterans, etc. Of course,
the war birds are a main attraction. Most of the WW2
German and Japanese aircraft in our collection are the
sole survivors of their type.

Hope this e-mail letter conforms to your standards,
Jock. I like the new journal size. The RUPA web
page "Q and A" is a good idea. Lots of info could be
exchanged on medical, travel, etc. Check is in the
mail. Cheers, Jim

"BRITISH AIRWAYS FLIGHT ATTENDANT ROMPS IN HER KNICKERS:

A BA flight attendant stripped to her underwear
and ran around the outside of a plane at Italy's
Genoa airport when she lost a bet with the captain
that he couldn't land on time.

After passengers disembarked, Andrea O'Neill,
31, stripped to her underwear and ran around the
plane wearing the captain's hat and a yellow flight
vest.

Before ground crews start fighting over arriving
BA flights, remember that it could be the
male captain who loses the bet next time." AP
I was always on time.

I retired too soon. The former Captain,
Barney Hagen

Charlie Dent's Dream Fulfilled

By Andrew C. Revkin

BEACON, N.Y. - Five hundred years ago, Leonardo da Vinci's long-held plan to cast a, 24-foot bronze horse for his patron, Duke Lodovico Sforza of Milan, crumbled when invading French troops used the fall-size clay model for crossbow practise.

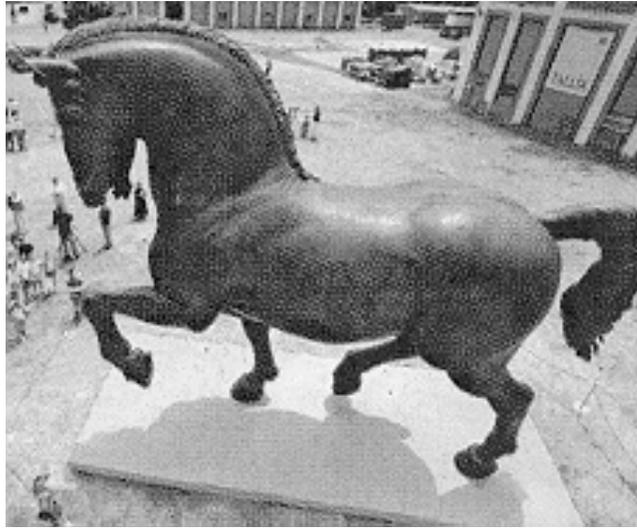
On June 25th, Leonardo's dream, first articulated as a postage-stamp size sketch, was revealed in three jaw-dropping dimensions in the form of a proudly prancing 15-ton bronze stallion that was cast and assembled at a foundry in Beacon, 60 miles north of New York City. The transformation of the horse from dusty, red sketches to burnished bronze

was the result of another man's dream. In 1978, Charles Dent, a United Airlines pilot, art collector and amateur sculptor from Allentown, Pa., read about Leonardo's unfinished project in an issue of *National Geographic* and began crafting a preliminary clay model and, raising money to cast the statue as a gift for Milan.

Dent, died in 1994, but in his will he endowed a foundation to see the project to its end. Now, \$6 million and five years later, the result towered over a crowd of several hundred visitors from as near as around the block and as far away as Milan's City Hall

"This is an homage to the Renaissance," said Dent's nephew, Peter Dent, who is a trustee of Leonardo Da Vinci's Horse Inc., the private group created to build the horse. "He loved Leonardo and he loved that era." The public showing in Beacon is the last step before the sculpture's seven pieces are dismantled next week and flown in an *Alitalia* jumbo jet to Milan, where the horse will be assembled on a pedestal, welded into a single piece, and then unveiled September 10, the 500th anniversary of the day the French army occupied the Ducal palace and disfigured Leonardo's prototype.

Nina Akamu, the sculptor who built the eight-foot clay model that was enlarged to make the giant final bronze, described the two years of research that went into the final version. The main resource was a trove of Leonardo's drawings that surfaced in Madrid in 1965, but only a few of those were directly related to his plans for the Milan horse, she said. One of the key drawings was one inch across, and to get from that to



a full-size' sculpture required a lot of artistic license, Akamu said.

"This is not a re-creation of a Leonardo Da Vinci drawing," she said. "It's a tribute, an homage, a synthesis."

Giangaleazzo Visconti di Modrolie, a representative from the City Council of Milan, shaded his eyes and stared up at the horse, which is captured in mid-trot, with one hind leg and one-foreleg suspended in the air, nostrils flared, eyes glaring. He said he recently viewed some of Leonardo's red-pencil drawings in a Venice exhibition. "It is very well made," he said of the

sculpture. "It has the same strength, the same lines."

Nearby stood a key patron of the project, Frederik Meijer, 79, who owns a chain of warehouse-style retail stores and created the public gardens in Grand Rapids that will be the home of a \$2.4 million copy.

New York Times, 26th June, 1999

ATC Says It All

"Expect lower at the end of this transmission."

"Citation 123, if you quit calling me Center, I'll quit calling you twin Cessna."

"About three miles ahead, you've got traffic 12 o'clock, five miles."

"If you hear me, traffic no longer a factor."

"You got him on TCAS? Great. When you're seven in trail, resume normal speed and call Chicago Center on 120.12."

"I am way too busy for anybody to cancel on me."

"You got any more smart remarks, we can be doing this over South Bend...go ahead."

"You're gonna have to key the mic. I can't see you when you nod your head."

"It's too late for Louisville. We're going back to O'Hare."

"Put your compass on 'E' and get out of my airspace."

"Don't anybody maintain anything."

"Caution wake turbulence, you're following a heavy 12 o'clock, three...no, lets make it five miles."

"Climb like your life depends on it...because it does."
"For radar identification, throw your jumpseat rider out the window."
"Leave five on the glide, have a nice ride, tower inside, twenty-six nine...see ya."
From ORD tower/tracon (via www.avweb.com)

By his actions in this life he has already earned them and has taken his place on that "Angelic Seniority List". Art - you will be sorely missed and, until we meet again, help the rest of us to "keep the blue side up."
Fraternally,
Don Karaiskos, North Coasters (CLE)

OBITUARIES

CAPTAIN ARTHUR GORDON BENTSEN

January 19, 1943 - May 20, 1999

Little did those in attendance at the May Northcoasters meeting know that just a few hours before, one of our own, Captain Art Bentsen, had taken his final flight to the West. Art succumbed to the ravages of cancer at the age of 56. On Wednesday, May 26, a memorial service was held for Art in Wilmington, North Carolina. Beverly and I along with many formerly based North Coasters; friends and family were in attendance to honor the memory of this wonderful person.

In succession, Bill Taylor, Steve Jakubowski, Jim Waters and Rick Dubinsky presented those in attendance with their personal observations of Art. Each was eloquent in describing Art's outstanding qualities as both a pilot and a person. When they were finished with their eulogies, there was no doubt that a supremely magnificent person had been taken all too soon from our midst. After hearing the heartfelt tribute of these four fellow pilots I can say without a doubt that I was never more proud to be a member of this fraternal group - this "Band of Brothers". Most of us who had been based with Art at Cleveland already knew what kind of person he was. We knew him professionally as a tireless worker for his fellow pilots. We knew him personally to be a devoted friend and a loving father and husband. Art was one who always had time to listen and counsel his friends whether the subject be of a personal or professional nature. He found time to mentor young people in Scouting programs and ministered to the youth in his church.

Personally, I remember when Art presented me with a plaque at my retirement party. He had just finished a multi-day trip from Paris and came directly to my house in Ohio without going home. That was Art - he always found the time. Mix in a sense of humor that knew no bounds along with boundless enthusiasm and you and the persona that we knew as Art Bentsen. Art has forever folded his "earthly wings". However, what we have lost - Heaven has gained. Unlike "Clarence", the apprentice angel in the movie "It's a Wonderful Life", Art won't have to "win" his wings.

CAPTAIN ART BENTSEN

A memorial service was held at the Pine Valley United Methodist Church in Wilmington, NC on May 26, 1999. Many pilots, active and retired, along with several flight attendants, came from all points to honor Art's memory. Among the speakers who offered tributes were Captains Bill Taylor (ret.), Steve Jakubowski, Jim (Muddy) Waters (ret.) and Rick Dubinsky. The speakers remembered Art for his colorful Viking spirit, unique sense of humor, and eagerness to help his fellow pilots, neighbors and friends. Captain Dubinsky recalled Art's LEC chairmanship at Council 5 (CLE) and his many contributions to ALPA.

Art is survived by his wife Lise, daughter Betsy, and son Erik. The feeling that all in attendance shared was, although no one would ever remember Art in the future without smiling, he was one-of-a-kind, the likes of whom won't be seen again, Art was officially retired from UAL, having signed the necessary paperwork only weeks before his death (from cancer), but obviously, had not been able to join RUPA.

Richard N. Orr RUPA Northcoasters

CAPTAIN ARTHUR GORDON BENTSEN,

19 Jan 43 - 20 May 1999. IADFO 777

Survived by wife Lise and two children, Betsy and Erik.

Family address for cards or calls: 5413 Marina Club Drive, Wilmington NC 28409

Phone: 910-452-1875

Art was very active in ALPA for most of his career, serving two terms as Council 5 Chairman in CLE. He worked on many MEC committees and projects, including the pass travel task team and the committee looking at the RJ question. At the time his cancer was diagnosed he was a candidate for Council 11 captain rep.

Art was very likable personally and extremely well-respected professionally. He had that rare quality that made his friends feel better each time they saw him.

Jim "Muddy" Waters

WILLIAM FAIN JR.

It is my sad duty to announce that the RUPA North Coasters have lost another member. William Fain Jr. (67) died May 4, 1999 of complications associated with Alzheimer's Disease. Memorial services were held May 7th at First Presbyterian Church in Wooster, Ohio.

Buddy Fain was one of the five original members at the start-up of the North Coasters Chapter. He always attended the regular luncheons until his battle with Alzheimer's kept him away. Surviving are his wife of 39 years, Clara Ann Fain of Wooster; a son, W. Taylor Fain III of Charlottesville, Va. and two sisters.

Friends are encouraged to make contributions in his memory to the Wooster Chapter of the Alzheimer's Association, 4815 Munson St. NW, Canton, Oh 44718; or to Hospice of Wayne County, 2525-A Back Orrville Road, Wooster, OH 44691.

Fraternally, *Dick Orr*

GARY FICHTER

This is to report that Gary Fichter passed away May 4, 1999. Gary retired in 1961. He began his career in aviation with Douglas. In 1948 he became a Flight Dispatcher based in Denver. In 1963 he moved to Chicago, where he remained until his retirement. I attended his funeral in Shenandoah, Iowa and was to discover that his final resting place was really "Fichter country". He had a large family. Several generations of them had gone before Gary, and many were still there working their farms, or operating their small businesses. Gary's hobby was real estate, and he was good at it. His prize was a farm near the outskirts of Chicago which he enjoyed planning to divide amongst his three children. Each of his children became successful. His daughter became manager for Blue Cross, Gary Jr. is a Captain for Delta, and Timothy is an Architect in Las Vegas. Timothy did much of the design work on the new Las Vegas terminal building. It has been a privilege to have known and worked with Gary, and also to have known his wife, Helen, and their three children.

Mike Carmichael

DOUG KURTZ

Tom Pleger, 370 Fox hunt Trl, Barrington, IL 60010 I am sorry to inform you of the death of Doug Kurtz yesterday [2 June]. He had valvular heart surgery in October of 1998. Ruth said he seemed to be making good progress and was in good spirits when he passed away. Doug was a fighter. Many years ago he had a pig valve replacement for his heart. That forced him into a medical retirement. Unwilling to give up flying – just because the FAA said it had never been

done before – he became the first to have his medical certificate reinstated for that reason. The cost in time and money was huge and he did it all on his own! I first met Doug when I started with Capital in September of 1956 at Detroit. Although I never flew with him, everyone says he was an excellent pilot and well liked by all who knew him. He was a neighbor and friend and I shall miss him! Our hearts go out to Ruth and her family! Best regards to all, **Tom**

DOUGLAS C. KURTZ

Memorial Services for Douglas C. Kurtz, 71, were held at 11am, June 7 at St. Paul United Church of Christ in Barrington. The Rev. Duane Contois officiated. Interment was at Windridge Memorial Park. Born March 14, 1928 in Pottstown, Pa. Mr., Kurtz was a longtime Barrington resident. He went home to be with the Lord June 2, 1999 at Luthern General Hospital in Park Ridge. He was a member of St. Paul United Church of Christ. Mr. Kurtz was a retired United Airlines captain, a member of the Airline Pilots Association and the Retired United Pilots Association. He was also a member of the Capital Airlines Association. He served as a deputy marshall in Barrington for many years and was a member of the National Rifle Association.

He was a avid outdoorsman and enjoyed fishing, hunting and canoeing at his cabin in northern Michigan. He loved flying and took many trips into the wilderness of Canada in his float plane. Every summer he and his wife spent time traveling out West in their motor home.

Surviving family members include his wife of forty-eight years, Ruth [Young], one son, Douglas [Linda] Kurtz of Glen Ellyn, and two daughters, Pamela [Bob] Martin of Crystal Lake and Gail [Mike] McKinley of Medina, Ohio

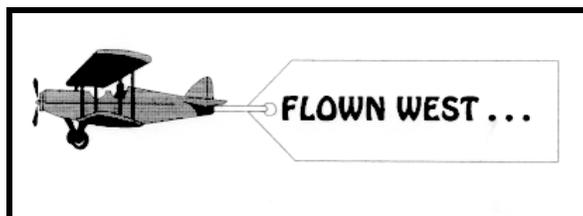
MARGARET (PEG) L. SIEMS, 3, June, 1999.

Wife and companion of Capt. F. Siems (Ret.) for 56 years. Cause, respiratory insufficiency.

DENIECE SCHLEMER

I regret to inform you that my wife Deniece, passed away on April 15, 1999 after a six month battle with a brain tumor. Some of the old timers might remember her as Deniece Huntington who flew as a stewardess in the 50s'.

Jack Schlemmer LAX



WILLIAM FAIN JR.	CLE	4 MAY 1999
GERALD W. "GARY" FIGHTER	ORD	4 MAY 1999
DOUG KURTZ	ORD	2 JUN 1999



HIGH FLIGHT

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered
wings:
Sunward I've climbed, and joined the tum-
bling mirth
Of sun-split clouds—and done a hundred
things
You have not dreamed of—wheeled and
soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with
easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of
God.

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 1st Thu. LAS – Summer Break.
- 2nd Mon. SW FL Outlaws – Summer Break.
- 2nd Tue. FL Sunbirds – Summer Break.
- 2nd Thu. SE FL Gold Coast – Summer Break – resumes Oct 14.
- 2nd Fri. PHX Roadrunners – Summer Break – resumes Oct 8.
- 3rd Tue. 20 Jul. DEN Good Ole Boys – Country Buffet.
- 3rd Thu. 15 Jul. LAX – Hacienda, El Segundo (Odd Month).
- 3rd Thu. 15 Jul. Ohio Northcoasters, TJ's Wooster.
- 3rd Thu. 15 Jul. SEA Gooneybirds, Airport Marriott.
- 3rd Thu. 15 Jul. Tampa Sundowners, Countryside CC (Coed).

Other Events

- Jul 10 Ojai Barbeque – Barnard Ranch.
- Jul 21 Washington Area Stag Lunch – Belle Haven CC.
- Aug 3 CHI Area Lunch, Itasca CC.
- Aug 11 RUPA Picnic – Elks Club Palo Alto.
- Sep 18 DCA ALPA Co. 11 Retirement Party –
- Oct 9 SEAFO – Retirement Party for Jess Marker – Museum of Flight.
- Oct 28-30 RAPA Convention – San Diego.
- Nov 7-11 RUPA Convention – Las Vegas.
- Nov 12 –14 Navy VP-17 (HM) - 10 Reunion – Holiday Inn, Pensacola, FL

This space is available for free advertising of non-profit organization events, providing that there is space left from the advertisements of RUPA Luncheon groups, and/or other RUPA affiliated groups. Send your meeting dates to the editor as far as possible before the deadline to receive consideration.



RUPANEWS
1104 BURKE Lane
FOSTER CITY CA 94404

PERIODICALS

Place Address Label Here

