



RUPANEWS

Journal of the Retired United Pilots Association

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Photo: Ed. Condit

RUPANEWS

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EDITOR'S NOTES

Back in the land of the round doorknobs after the Scottish hegeira of the "United Flying Circus" which was what our waggish tour guide called our motley crew – Sam Cramb, Milt Jines, Cleve Spring and myself. We had a great trip, trans Atlantic either First of Business class, and got on the first British Midland flights we tried for. Planning your travel mid-week helps.

Having a knowledgeable and skillful driver was a plus, too. None of us, I'm sure - Fangios though we are - could have handled the single-track highland roads, adroitly missing sheep, or rapidly backing up, as circumstances dictated, the way our guide did, besides, his presence allowed us to enjoy our single-malt sampling with a clear conscience.

Since our policy prohibits advertising for-profit entities (well, we do turn a blind eye to member-author's self-advertising, but I've never known anyone make a profit at that venture), drop me or any of the others a line to obtain the name and web site of the outfit we used, I highly recommend them for the sort of personalized tour that we took – and inexpensively, too.

As the Convention nears, I'm sure that there will be agenda items submitted to enhance the operation of RUPA. Of course most of the problems facing our members are outwith the provenance of the organization – health care costs and reimbursement delays, pass benefits for widows, and so forth. Perhaps the most effective way to try to deal with those is for those of us who maintain contact with UAL/ALPA officers to try to remind them that we have concerns which will, in due course, become their concerns, for they are really the only ones who can effectively realize any improvement – but they have other irons (and more important ones) in the fire – so we must do what we can, realizing our place in the general scheme of things.

They say the road to hell is paved with good intentions. Mine seem to land me in nothing but deep doo-doo! Almost as an afterthought, I printed a letter in the last issue about an alleged "fix" for a Y2K problem in Windows. Well, you guessed it, I got input from several members telling me I had been hoodwinked by one of the many hoaxes out there in internetland – too many people with too much time on their hands, it seems to me. Anyway thanks to all who patiently put me straight – and to the one rude correspondent, "Up yours too, buster!" In future I will leave things computer-related to our in-house guru, Bruce McLeod, and good luck to him.

As my last word on the subject, here is the explanation from Microsoft:

“ There is a hoax email in circulation on the Internet concerning the Y2K compliance of Windows 95, Windows 98 and Windows NT. There are various versions of this mail which resemble the text below:

"Every copy of Windows will fail on January 1st unless you fix it now, to fix it..."

- 1.. Click on "My Computer".
- 2.. Click on "Control Panel".
- 3.. Click on "Regional Settings".
- 4.. Click on the "Date" tab. Where it says, "Short Date Sample" look and see if it shows a "two Digit" year. Of course it does. That's the default setting for Windows 95, 98 and NT. This date RIGHT HERE is the date that feeds application software
- 5.. Click on the button across from "Short Date Style" and select the option that shows mm/dd/yyyy. Be sure your selection has four Y's showing, not two.
- 6.. Click "Apply" and then click on "OK" at the bottom. Easy enough to fix. However, every single installation of Windows worldwide is defaulted to fail Y2K rollover "Thanks and have a great day"

Facts about Windows 95, Windows 98, Windows NT and Y2K...

- a.. Microsoft Windows 95, Windows 98 and Windows NT are compliant assuming all recommended actions specified in the respective compliance documents have been taken. The steps above are not required actions and do not have to be performed in order to make it compliant.
- b.. The short date format style in Regional Settings is a display setting only.
- c.. Dates are stored and processed by Windows in a 4 digit format regardless of the short date format style selected in Regional settings.
- d.. Customers can use the regional settings tab to adjust how the date is displayed (e.g. mm/dd/yy or mm/dd/yyyy)
- e.. In order to avoid ambiguous dates, Microsoft recommends using 4 digits when entering date data and expanding the date field in regional setting to 4 digits. However this is not required to attain compliance.” Ed.

OFFICER NOMINATIONS

Thursday, September 02, 1999

Captain William E. Smith, President, RUPA
145 Bella Vista
Belvedere, CA94920

Dear Bill,

In accordance with the Bylaws of the Retired United Pilots Association (RUPA) Under Article 5. Conventions; Section 2. You appointed the following members as Nominating Committee for the Convention to be held in Las Vegas, Nevada on November 7 through November 11, 1999:

Captain James E. Olson. Chairman
Captain Thomas E. Holden , Member
Captain Raymond J. Brooks, Member
Captain James W. Miller, Member
Captain Andre G. Mantha, Member

After careful consideration of possible members to be selected for nomination, the committee places the following members in nomination:

President	Captain William E. Smith 145 Bella Vista Belvedere, CA 94920
Vice President	Captain William R. Bartel 260 Sebastian Drive Millbrae, CA 94030
Secretary/Treasurer	Captain Cleve G. Spring 1104 Burke Lane Foster City, CA 94404

Under Article 5. Conventions, Section 3 "Other nominations for each of the Elective officer, may be submitted if signed by 25 members and presented to the Secretary before the Business Meeting."

Respectfully Submitted,

James E. Olsen

Captain James E. Olson, Retired
Chairman, Nominating Committee

**PLEASE SEND ALL
POSTAGE CHECKS
and
ADDRESS CHANGES
to
CLEVE SPRING**

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**

Las Vegas Golf Departure Times

Attention Las Vegas Golfers. The bus will leave the HARRAH'S HOTEL at 06: 00 am on the 10th of Nov. for the golf course at Highland Falls Golf Club. and 7;30 am on the 11h ,and return after golf on those days. I know this is early, but we will be finished early also.

Oak Porter Las Vegas Golf Chairman.

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

NELLIS DRAWING

Because interest in attending the Nellis visit has so far outstripped available slots, it was decided by the Las Vegas convention committee that a drawing would be the fairest way to distribute them.

The following names have been drawn for the 50 slots available for the tour at Nellis. 10 Nov. 1999

1. ANDERSON, DICK 2. BACH, EARL 3. BECKER, MARV. 4. BOUSKA, RICH 5. BRADLEY, GERALD 6. BUTZ, GEO. 7. DULKEN, PETER 8. DUNKLE, BRUCE 9. DURAN, MONTE 10. EBENHAHN, BOB 11. ELLIS, DAVID 12. FETT, DON 13. FISHER, PHIL 14. FRIEBEL, MAX 15. GOWAN, JOHN 16. GRANT, BILL 17. HALL, NATHAN 18. HOPKINS, BILLY 19. HOUSE, CLYDE 20. JINES, MILT 21. KALPIN, K. 22. KERN, RAY 23. LEZARK, JOSEPH 24. MACKIE, DAVE 25. MANTHA, ANDY 26. McAFEE, BOB 27. McLEOD, BRUCE 28. McCRARY, MARVIN 29. MURPHY, JERE 30. ODOM, MARV 31. ORCHARD, SAM 32. PEKRUL, RUDY 33. PLANK, SAM 34. PODHASKY, CHAS. 35. PUCKETT, RALPH 36. PURYEAR, BOB 37. RANKIN, DOUG 38. RUDER, GENE 39. SCHMIEDEKE, BOB 40. SHIPMAN, JIM 41. SICA, DAVID 42. SMITH, BILL 43. SOERGEL, BOB 44. STAIB, JAMES 45. TRITT, GENE 46. TURNER, TOM 47. VANALSTINE, ELLIS 48. WARNER, WALT 49. WIESNER, DICK 50. WOLFF, CLIFF

The next 10 names are standbys in case of cancellations.

1. BAKER, DAVE 2. DAVIDSON, BARRY 3. GREEN, BRAD. 4. MERRUCCI, DON 5. PATRICK, SAM 6. RANKIN, NED 7. SWANSEN, DON 8. VANHOUSEN, BOB 9. VERHAGE, ALLEN 10. VRTACNIK, RALPH

AGAIN, the last 10 are standby only, if the plane is full they don't get to go!!!!!!

We eliminated people on the following schedule, since we were oversubscribed so dramatically.

First – members of RUPA ONLY FOR THE DRAWING.

Second – those signed up for conflicting sports were eliminated.

Third - An impartial drawing was held for the remaining people who had indicated a wish for the tour.

Costs for the tour- \$20.00 per person includes: Transportation from hotel to Nellis roundtrip.

Lunch at the "O" Club.

Tour of the Thunderbird facility at Nellis.

All of the above can be cancelled by the Air Force if the exigencies of the service dictate.

The list of names has to be approved by the Air Force..

Anyone wishing to cancel their slot, please do so as early as possible, to open up a slot for the standby list, and leave time for us to get an OK from the Air Force.

(Fees will be collected at check-in at hotel for the tour.)

SCHEDULES

The following should be of interest to the RUPA members attending the convention:

Lake Mead Cruise: 9 Nov 1999 Cruise launches at 12 noon from Lake Mead dock

Boarding the ship at 11:30 Pick up at hotel 10:30 AM Return to hotel, 1330 from the dock

Sporting Clays: 10 Nov 1999 Start at 0900. Pick up at hotel 0815

Thunderbird Tour: 10 Nov. 1999 0915 at Nellis. Pick up at hotel 0830. Lunch at O club 1200 noon. Depart O club at 1300 for hotel

It is possible for small adjustments in departure time account traffic, bus drivers recommendations etc. At check-in to hotel, the final times will be available for the events.

Barry Dixon Las Vegas Co-ordinator

Birthday Checks Received Aug. 20 thru Sep. 22, 1999

Glenn A Allred, C Rockne Anderson, Richard A Anderson, James R Arnold, Ronald W Arnold, Nell Arnott, Robert H Ashworth, Dale R Babcock, Jerry W Baer, Lowell E Baney, Robert J Barden, Donald F Barnhart, Chester A Baucke, Jack N Baughman, Kenneth E Behnke, Denny B Berg, N Tom Bettis, Matthew R Biggs, Dale I Bird, Terry Bisson, R D Bjornberg, Wilbur C Blomgren, Walter S Bohl Sr, Bonnie Borton, Jon F Boucher, Lee H Boyd, James M Brady, Herbert B Breivik, Gerald J Brenny, Eugene G Brown, William F Brum, James H Brus, Dorothy Buchman, Albert L Buff, James A Burrill, Donald J Byrnes, Jerry J Campbell, Gene W Carnahan, Joseph M Carnes, Charles T Chapman, Eugene D Chesley, Mary Maloney Clark, Robert E Clark, Norman J Clemetsen, James T Clinton, Robert E Clipson, Robert J Coleman, James S Colligan, Robert E Commerce, Lloyd E Cooley Jr, Raymond D Covert, J Frank Cowles, Stanley A Crosier, Robert C Cross, Barry K Davidson, Mark K Davis, William H Davison, Edward J Delaney, Harvey D Denton, Robert B Donegan, M Kent Draper, William E Dunkle, Eugene D Ellis, Thomas M Emerson, Ray E Engel, Ronald A Engelhardt, Denny B Erickson, Keith J Evans, Kendall W Everson, Alexander G Fawcett, Michael F Finnerty, Marion H Fisher, Thomas E Flowers, Elmer W Follin, Andy E Fossgreen, P Jay Friddell, Larry L Fritz, Warren J Frowe, Roger Garcia, Delmar E Gartner, Dorothy Gates, Barbara Gleason, Clayton O Grant, Joseph J Haas, Richard R Hall, David L Hanst, Donald S Hart, Robert M Hartkoff, Brian H Henderson, James W Henricks, Bernard J Higgins, James F Hoak, Howard E Holder, Eugene F Homan, John T Houston, N Wayne Hughes, Richard D Hulsey, Howard P Hunter, Paul H Jeffery, Garet B Jenkins, Irvin R Jones, Robert F Jones, Ronald O Kakeldey, J Burl Kerley, William P Ketchum, Walter C Kimmey, Donald F King, John E King, William D Kiper, Wanda Klampferer, Gerard N Konopa, H Clay Lacy, T A Lahey, Robert H Lamothe, Thomas E Llewellyn, Ronald O Locken, Donna Long, George H Mathes, Jean G Mayer, Marvin D Mc Crary, Clayton S Mc Farland, William C Mc Farlin, Thomas F Mc Mahon, Beverly Meidell Jr, George R Mendonca, Joseph A Messina, Alfred A Meyer, William B Mickle, John I Miles, Donald S Mohr, Edgar J Moore, Donald L Morgan, David G Mosby, Charles P Muhl, Willard H Murray, Del C Newhouse, Richard E O Dell, James E Olson, Harry W Orlady, William M Orr Jr, Harry W Parker, Jerry R Paulsen, Joanne Peek, Raymond Pere, Oliver H Perry, Elizabeth Peterson, Merle A Peterson, Richard K Pfeifer, Douglas B Phillips, William G Plaskon, Thomas E Pleger, Peter T Potts, Larry D Rallens, Raymond P Reed, Howard W Reid, Raymond R Rettig, Kenneth R Richard, Robert H Riordan, Charles E Rockwell, Verle L Roth, Roger L Savage, Ronald S Schafer, Robert E Schneider, Robert F Schram, Clifford M Schutz, Jacque M Sexton, John T Shanta, Leslie H Shea, Richard J Sherman, Alan H Shimer, Theodore G Sholl, David H Shroyer, Autumn Simko, Gerald L Simonson, Roger D Simpson, Donald J Slattery, Louise Smith, William E Smith, Janice Smith Jr, William J Smith Jr, Donald J Sobey, William F Spear, Patty Sue Stanton, Samuel A Staples, William H Steger, Margaret Steinbeck, Robert A Stemple, Edward L Stickels, David A Stolp, Lorraine Stone, Mary Lou Stoner, James D Strickland, Joe S Svendsen, Frank L Swaim, J Vince Swinney, Paul A Taipale, Duane G Teuscher, Earl G Thomas, Elmer N Thompson, John S Thompson, Clayton F Tidball, Kenneth F Tobiason, Robert W Turner, Roman Ugianskis, Donald L Utz, Theodore J Vass, Malcolm A Walker, Gene Walter, Donald N Weber, Billy D Wellborn, J C Pete Werner, Robert T West, James W Whittington, Frank L Wilcox, J Kenneth Williams, Douglas H Wilsman, John L Wilson, Carl J Wood, James W Wright, Henry V Zbesheski,

Normal

Normal

DEN Good Ole Boys

Dick Wagner, Golden, Colorado, 21 September 1999

We had 14 "Good Ole Boys", including new retiree, Joe Collard, at our September luncheon. I was saddened to announce the Last Flight West of Capt. Kenny Benson on September 14th in Aurora, Colorado. He will be buried at Fort Logan National Cemetery. We are planning Ladies Day at our October luncheon and especially welcome all Solo Ladies. We meet at 1130 hrs at the Country Buffet, 7200

West Alameda (Villa Italia Shopping Center). Those attending were:

Dick Wagner, Bill Hoygaard, Bill Bates, Ray White, Jim Cox, Bill Pearce, H. W. Reid, Joe Collard, Hal Meyer, Pat Murphy, Howard Morgan, Jim Harris, George Maize, Frank Bennett.

Convention Note

No host cocktail hour will be at 18:00 – 20:00 hrs daily

Business meeting on 10 November at 16:00hrs

Dinner on 10th at 20:00

September Folding and Stuffing Meeting

35 members attended this folding and stuffing session. They are really getting good at the new mailing system. There was a lot of, coffee drinking, donut eating, schmoozing and they still got the job completed in an hour. Here are the names of those loyal members who help to get this great publication out.

Charlene Alfson	Floyd Alfson	Larry Barr
Bill Bartel	Marty Berg	Jo Bernard
Georgia Bouska	Rich Bouska	Bob Clinton
Roz Clinton	Chuck Cooke	Sam Cramb
Bob Ebenhahn	Chuck Hoffman	Dick Hooning
Phil Johnson	Deete Johnson	Bob Kibort
Dwight Lubich	Cam McEachern	George Mendonca
Don Merucci	Mitch Mitchell	Jay Plank
Walt Ramseur	Rick Saber	Jock Savage
Bud Schwartz	Bob Soergel	Cleve Spring
Rose Spring	Gene Tritt	Ron Weber
Ray Wolff	Larry Wright	

ATTENTION

MARK YOUR CALENDARS FOR 5TH FEB 2000

BOYS' NIGHT OUT DINNER AT THE CLARION

DETAILS IN THE NOVEMBER ISSUE

1999 Chicago Retirement Party

Robert G. Blackwell, 3621 Madison St., Oak Brook, IL. 60523

Plans are firm and letters have been sent to all members of the graduating class of 1999. There are four gentlemen whose names were not listed in the RUPANEWS Aug. 99 issue, pg. 3. They are as follows: Don Whitmore; Bill Brashear; Leo Wiedenfeld; Bob Schneider.

The party will be held at The Westin O'Hare, 6100 River Road, Rosemont, IL. 60018. Phone 1-847-698-6000 & 1-800-637-8461 on Friday Oct. 29, 1999. Social Hour 5 PM,

Dinner 6 PM, presentations thereafter. Music from 9 PM 'til midnight - cash bar. Price is \$50 per person. Our guests will be the O'Hare Flight Office staff (3 are retiring-Muriel, Phyllis & Ray) and 2 O'Hare pilot crew desk retirees. Please try to contribute extra for our guests-thanks. Dinner entrees are: Sliced Roasted Sirloin of Beef or Chicken Florentine. Make check payable to: Council 12 Retirement Party. Mail to: ALPA Council 12, 2350 E. Devon Ave.-Suite 231; Des Plaines, IL. 60018. If you have a preference for seating, please list the names of those you wish to sit with-Tables for 10. Parking is \$6 for the evening (The price you pay for a central location, and being close to O'Hare). Room rate for the ALPA party is \$135. Primary contact is: Patty Harmon (Sec. of Council 12) at 1-847-297-2030. Secondary is me: Bob Blackwell (Wife-Pam) at 1-630-325-2238.

We plan on a large gathering, over 500, and a gala evening. Please try to join us.

SE Florida Members, Wives & Widows Lunch

All RUPA members, wives and widows in the Southeast Florida area are invited to meet for lunch on Saturday, November 20th, 1999 at the Deerfield Country Club, 50 Fairway Drive, Deerfield Beach, FL. Social hour 11:00 a. m., lunch at noon, choice of entrees.

From I-95, Exit 37, Hillsboro Blvd., east to first stoplight, north (on Fairway Dr., next door on the east side of Hilton Hotel.

Contact Marty Morehead, 561-361-7872, or Email MartyTown@aol.com

SEA Gooney Birds Lunch

Dick Wiesner Seattle August 19, 1999

Enjoyed our monthly Gooney Bird lunch today. Three or four members showed up who don't attend very often because they live too far away. It's good to keep in touch. It was announced that Jess Marker, our latest Manager of Flight Operations, will fly his last trip on August 31, and will celebrate the event with a party at the Museum of Flight in Seattle on October 10,. The final date for cut-rate reservations of \$ 35.00 is September 13. After that the rate goes to \$ 40.00. Everyone is welcome. One of our cohorts, Gordy Bordeaux, is in the hospital waiting for a blood marrow transplant for leukemia. We hope everything goes well.

Attending today were:

Jack Brown	Fred Hope	Roger Baird
Don Anderson	Tom Turner	Fred Sindlinger
Bob Berkey	Leslie Shea	Bob Jacobsen
Keith Rice	Tom Pierce	Chuck Westfal
Dan Jessup	Dean Turner	Vince Wormser
Ralph Stevens	Jim Bleasdell	Howard Holder
Jeff Roberts	Harvey Beery	Bob Berg
Norm Johnson	John Cordell	Dick Anderson
Chick Renn	Bill Brett	Al Grout
Verle Roth	Ray Hanson	Dick Wiesner
Ray Dapp		

SEA Gooney Birds

Dick Wiesner Seattle September 16, 1999

Our Gooney Bird group met as usual on the third Thursday of the month at the Airport Marriott. The most news was the sad announcement that Gordon Bordeaux had died, and that a memorial reception had been held at the Museum of Flight. It was a pleasant gathering of family and friends, and many memories of Gordy were recalled by those present.

A first attendee, Chris Swenson, was welcomed. Our member living the farthest away, was Jim Shipman, from Oklahoma.

Attending today were:

Chris Swenson	Dean Turner	Wes Olney
Ivory Brummett	Bob Berg	Dick Wiesner
John Cordell	Glyn Bryan	Ken Case
Jim Shipman	Mark Gilkey	Bob Berkey
Al Grout	Herb Breivik	Bill Brett
Jeff Roberts	Chuck Westpfahl	Ray Hull
Dick Anderson	Fred Sindlinger	Vince Evans
Ray Dapp	Ralph Vrtacnik	Jack Brown
Ralph Stevens	Walt Fallon	

LAX August Luncheon

Dave Tank advised that Charlie Barnard's report on Nordy's injury in a fall was more accurate than our report that he had broken only a thumb, but Nordy indicates he is on the mend.

Jim Matheson was on the inside track computer-wise, and said the best buy at the moment is an E-1 for \$799 at Circuit City. (No commission for Jim is involved.)

Dave told of the Hansons loaning a video to him in a case that said "The History of Seaplanes". Dave had the family gathered to view the airplane video, and when Dave started the film, it wasn't about airplanes, it was one of the raunchier, irreverent Benny Hill programs. After a call from Dottie Heflinger saying that she had the video holder for a Benny Hill tape, but inside was the "History of Seaplanes", the mystery got funnier in trying to ascertain how the switch (inadvertent) happened. Both Mel Heflinger and Dave Tank were with Jack Hanson in the Lincoln on the way to the previous Valley meeting. Mel returned the faulty match to the Hansons, who loaned it

to Dave Tank. Anyway, Dave didn't get killed for bringing in an almost X-rated video in a plain brown wrapper. Dave remembered that during the Army Air Corps aircraft identification program called WEFT, they would flash a silhouette of various aircraft to sharpen recognition capabilities. Every once in a while as an alert test, they would flash a naked girl labeled "twin Japanese destroyer".

Lee Cameron announced that the huge four-leaf clovers at each luncheon place setting actually were Shamrocks in honor of his wife, Edna's, birthday that day. He said the four leaves stood for "faith, hope, charity, and longevity", a wonderful birthday toast to a great lady.

Attending the luncheon were :

Lee Cameron,	Edna Cameron,	Mel Heflinger,
Sue Tyree,	Bob Tyree,	Dwight Lundberg,
Jack Hanson,	Shirley Hanson,	Ken Williams,
Walt Albright,	Bill Blankenship,	Charles Barnard,
Margaret Barnard,	Jim Matheson,	Don Krueger,
Rex May,	Linda May,	Walt Bohl,
Dave Tank.		

Dwight came for the RUPA meeting from his home in Kerrville, Texas, and was welcomed. He said the Mooney factory there shut down for a while, but had started production on that fine airplane again.

Roadrunners Schedule

The Phoenix roadrunners will resume our luncheons on Oct. 8th at Nancy's Country Cupboard in Sun City.

Our 99/2000 tentative schedule is as follows;

Nov. 19th Buster's restaurant Scottsdale

Dec. 10th TBA

Jan. 14th Cottonwood CC. Sun Lakes

Feb. 11th Anzio landing Falcon Field Mesa

Mar 10th TBA

April 14th Wigwam CC In Litchfield Park with a 1430 p.m. Visit to Goodyear airport to see our DC 10 conversion to freighter DC 10 F

Please call 480-948-1612 (notice area code change) to make reservations and obtain directions if needed. Get out there and warm that auto up,

We are on the roll. *Millie and Frenchy.*

Sundowners Lunch

Jim Feneley, 3246 Hyde Park Drive, Clearwater, Fla. 33761 727 785 5971

The Sundowners coed luncheon scheduled for Thursday, August 19th happened on time, in the Oasis Room of the Countryside Country Club in Clearwater, Florida.

As usual, a social hour preceded the luncheon. Those attending this midsummer get together were as follows:

Jamie Kraph, Ray and Twila White, Paul Fidler, Don & Jenny Deyer, Jim Irwin, Stan Crozier, Hilda Feneley, and me.

All Ruparians and their guests are most welcome at our monthly luncheons. Just scan the *RUPA NEWS* social calendar for information regarding date and time of our luncheons, or call Jim Feneley (telephone number above). Hope to see you soon.

Financial Report

Capt. Cleve Spring, our Secretary/Treasurer has supplied me with the financial report for the second quarter of 1999.

I have perused the report and wish to state that it is accurate and complete in all respects and reflects the continuing sound financial condition of our organization.

Respectfully submitted,

Capt. Floyd L. Alfson, Director

LAS VEGAS LUNCHEON

Clyde House {702} 896-8821 clydie@concentric.net

The fall start up of the Las Vegas RUPA group was held at the Showboat Hotel and Casino on the 14th, the Second Tuesday of September. An outstanding group showed up and enjoyed an update on the coming convention in November, and a superb buffet luncheon.

By a phone poll we have left the Big Dog and moved to the Showboat to enjoy much better facilities. Our meetings will be held the second Tuesday of each month until further notice. Next meeting on 12 October No meeting for November because of the convention, and December will be our Christmas meeting with surprises for all attending. One request for the December meeting is for everyone to bring a gift to be donated to the TOYS FOR TOTS program. Everyone signed cards for Bill Balboni and Bill Crandall who were unable to attend for medical reasons.

The following were in attendance:

Andy Anderson & Dawn

Jerry Campbell

Ray Gibson & Margaret

Mike Kosby

Bud Puckett & guest Betty

Don Swirnow

Bruce Barton & Joyce

Larry Doyle & Mary

Larry Folsom & Barrie

Hugh Mattern & Kathy

Bob Roland & Misty

Fred Wilson & Patricia

Fred Boesvert & Joan

John Drommond & Naola

Hank Gilbertson

Jerry Metzgar & Barbara

Dave Smith

And yours truly Clyde House and Marie Loquet.

Any snowbirds who may be planning on wintering here in the valley are welcome to join us in October or any time throughout the winter.

Ooops!

It has been pointed out to me that the Wash. Area luncheon is listed on the RUPANEWS calendar as October 21st which is a Thursday and we always meet on Wednesday. It is my error, in that my July luncheon report said the 21st and you most properly used that information. No great correction notice is required just change the back page calendar for the next issue. Two weeks before the luncheon we do a mailing of the meeting notice to about 200, so everyone will know. The regulars know it is on Wednesday, October 20, not the 21st.

Thanks E.K.

As the saying goes, "Even Homer nods." and I ain't talking about the Simpsons. Consider it done. Ed

Seeking W.W. II .Squadron Mate

Dear Jock,

RUPA member and former fighter jock ace, Harley Brown is a friend, neighbor and fellow member of the 8th Air Force in England during W.W.II. He shared a copy of your fine RUPA Newsletter with me recently (August issue) and on page 16, I found a photo of a group of UAL flight engineer recruits taken about 1947.

One of them, Robert H. Mitchell, became squadron operations officer in my 489th Bomb Group in July, 1944 and I replaced him as pilot on that well-trained crew. I would very much like to find him and bring him up to speed on the status of that team. Is it possible for you to give me his address?

The last I heard, he was somewhere in Florida. Thanks in advance for your help. I am at (909)697-2644 in Riverside, CA. and e-mail cnbud22@aol.com

C.N."Bud" Chamberlain

Sorry, Bud, but the closest names we have on our membership roster are Robert G, and Robert L. Mitchell. If any one knows the whereabouts of Robert H. Mitchell – or that he is deceased, please contact Mr. Chamberlain. Ed.



WIDOWS COORDINATOR

JACKIE PANCOAST ABEL, Huntington Beach, CA 926499

Since the majority of calls I receive from the widows are about Companion Passes, I wanted to let you know that I have had NO news regarding them. I did think the following info, reprinted from the Retired United Airlines Employees Association (RUAEA) Newsletter courtesy of Jo Madden, Newsletter Editor, would be of great interest to you. *[Regrettably, the table of Companion Pass costs that Jackie faxed me was not legible, and I couldn't find another source at short notice. But suffice it to say that companion passes work out to about a 25% discount on continental US rates – international is a bit better. Ed]*

Interestingly, someone said they should be called Companion Tickets instead of Companion Passes, since there is a charge per Mile. As you can see, Companion Passes can become expensive depending on the distance traveled. Sometimes a "Super Saver" can be cheaper. Also, when using a Companion Pass, you must have one for each leg of the trip. I hope this sheds some light on the use of Companion Passes. Looking forward to seeing many of you at the RUPA Convention in LAS.

Jackie

JAIME P. ALEXANDER – 19223 Hawthorne Ave,
Council Bluffs, IA 51503 ORD '94

Hello to all, My new address is on the letterhead. RUPANEWS has been coming to this address so I know I must have sent it to Cleve earlier. I'm still in the Council Bluffs area in Pottawattamie County just North of "The Bluffs". I bought a house big enough for my extended family to coexist. Daughter, Son-in-law, Grandson, Dog Bo, three cats, and I have enjoyed the place since moving in this Spring. Son Jeff is still on "300's" out of Denver. It's hard to believe that he has over 10 years with UAL.

My year has been good. The Luscombe took me OSH again. Gliders get flown at Omaha Soaring Club. We again made a club trip to CO this summer and spent a few days soaring at Boulder. Lake Okoboji welcomes us when we feel the need to dink around in the old boat. Grandson Jonathan just turned six and he and I have done a couple of short RV ventures. I am pretty active Instructing in gliders at the club and airplanes at CBF as well as a ground school through Iowa Western Community College.

Once again (still?) I am probably guilty of not paying attention in class so I'll send this note and a check to Cleve and the note by email to Jock and Cleve. Best regards to everyone and thanks to the RUPA guys who do all the work. Yours, Jaime

DICK ANDERSON

At last! We are now members of the electronic age! E-mail address for right now is rala5@juno.com. New address effective September 15, 1999 will be: 11011 N.E. 12th St. #506, Bellevue, WA 98004-4557 (425) 453-4696

I am really early with the annual letter due to our buying and the upcoming move to a condo in Bellevue. We sold our home in Seattle last November, moved furniture into storage and went to live at our Whidbey Island beach house. So, after spending the winter on Maui we now are living at Whidbey in less than 1000

sq.ft. of space! With all the rain this spring, we went back to Maui in May, returning late June. We have spent so much time going back and forth on the ferry to Seattle that we decided we could not wait for our new condo that is under construction with a delayed completion date of July 2000 and escalating costs! So, we started looking for something else. While it is not perfect, nor does it have all that we want, we found the Bellevue place and we could both agree on it. Our son and family got transferred from Anchorage. His sales territory is Renton to Vancouver, WA so they bought a neat house on Lake Tapps.

We're pleased we don't have to make the trip to Alaska anymore, but I'll miss the fishing. Did just come back from two days on Vancouver Island - fishing good one day and very bad one day when there were no fish, plus I lost my new hearing aid!

On the cruise front, we got to Maui last December by flying to NZ (first class on UAL) and Crystal Harmony from Auckland to HNL. Would recommend that cruise line to everyone.

Looking forward to the convention in Las Vegas. Laurie has hopes of getting some of her money back!

Check via snail mail to Cleve.

Regards from Dick and Laurie

DON BARNHART -- 33920 N.W. Pacific Hwy., La Center, WA 98629

Dear Jock and Cleve, Enclosed is my annual check for postage. It's been 17 years of retirement after 40+ years with United. I will be an octogenarian this September. Life is good on "the farm" here in La Center. I spend time puttering in the workshop and on the Kubota mowing and rototilling. Barbara and I tend the gardens and enjoy fresh vegetables, fruit from the orchard and beautiful flowers all around. We are still taking blue ribbons at the Clark County Fair. Our e mail address is in Barbara's realm. We may be reached at: BGBLaCenter@aol.com. We enjoy the new RUPA

format.

Best wishes to all at United. Don & Barbara

TERESA N. BISSON – 5290 Canyon Crest Dr, San Ramon, CA 94583

Dear Cleve, I'm a couple of months late in sending postage for the RUPANEWS as Don's birth month is July.

I tripped on the dock at my brother's lake home in Minnesota and broke my wrist in a couple of places. Spent nine weeks in a cast. What a hassle! Taking therapy and just starting to write again and not very good.

I'm looking forward to the convention in Las Vegas. First since Don's passing. My best to all the Stuffers and Mailers. Fondly,

Terry

WALT BOHL -- 18887 Persimmon, Fountain Valley, CA 92708 714

6359 EWR LAX ORD LAX SFO LAX 55-94

Dear Cleve, It has been a very busy year for us. Wife Marnie is still an active UAL flight attendant. She worked 18 two-day trips this last year, received three full months of vacation pay and added to her retirement pay. It is now harder for her to do her monthly bidding as the International and Domestic domicile have combined. She gives four trips away a month and signs up for WOP, she has become a WOP Queen.

We have taken three trips this last year. One was a super great week in Ottawa, Canada. We went UAL to Chicago and 95% discount on Air Canada from Chicago to Ottawa. We rode on a regional jet with 50 seats, winglets, and cruised at 37,000 feet for the 1:45 flight. The Canadian National Air Museum is in Ottawa and is well worth a visit. The National Capitol buildings are a must see. Trip two was LAX MEL (International First Class, which was a real surprise) with seven days in Melbourne. We had started out to go to London at 6 p.m. The flight was oversold and they were buying people off. Change of plans and listed for Sydney at 8 p.m. "So sorry, oversold only bought off ten passengers." New plan LAX MEL at 8:45. They got four SAs on, it was a great trip over. Coming back we arrived at the MEL airport to find the MEL LAX trip cancelled, so we made the best of it and went to Sydney on Ansett Australia for three days, then United to LAX. The new customs, at LAX United terminal, is very quick and easy. Trip three was for five days in Vancouver, BC. United has a LAX YVR and YVR LAX non-stop now. Five years of retirement has really gone by fast. Still on the Board of Directors of the American Aviation Historical Society and doing the treasurer's job. Had my 24 page article on the 1959- 1998 Jet Aircraft History of United Airlines

published in the Spring issue of the AAHS Journal. I am working on AirCal (100% done), National (85% done) and Transocean (50% done) articles. I have been very fortunate to be able to use the Boeing Archives at the former Douglas plant on Long Beach Airport. Sixteen of us from the American Aviation Historical Society were the guest of the U S Navy for two days on the Aircraft Carrier "John C. Stennis", CVN 74. We flew from San Diego's North Island Naval Air Station to the carrier, which was about 100 miles out to sea, on a twin turboprop Grumman C 2. The arrested carrier landing was a different experience. We had a great two-day tour of most of the carrier. The "on the flight deck" observations of the catapult takeoffs and arrested landings was the highlight of the tour. Active B400 UAL Captain Bob Brockmeier was one of our group. We departed in the C 2 "Greyhound" via a catapult shot. Prior to the carrier trip, eight of us were guests of retired UAL Captains Don Trunick and Bill Pauling at the San Diego Aerospace Museum.

Thanks to all who put out the RUPA Newsletter. Enclosed is a check for \$25.00 99/00 dues + postage. A month early this year. Walt

Normal

HERB BREIVIK 25010 38" Ave. South, Kent, WA 98032

Greetings: Year 10 since I last parked the 10 in Seattle. Wow! It seems like only yesterday and, then again, it seems like a lifetime ago. Replaced our RV this year and they only get more complicated. Mary was given a handful of remotes to operate whatever and they gave me a couple of manuals and a cardboard file full of stuff. What I really needed was a month in ground school and simulator training to operate the beast. The engine and transmission are electronically controlled and they talk to each other, and I'm not always advised of what they have in mind. Rather than enroll them in an electronic CLR. I drove them both to the Allison shop and had them dumb down the transmission. I also told the engine if he didn't like it we could make a little visit to the Caterpillar shop and he could enjoy the same kind of service. Well, I am now back in the loop and everything is going along just fine. I shall, however, remain forever vigilant. Regards, J W



DONALD J. BYRNES -- 2409 Marshall Ct, Naperville, IL 60565

Cleve, Just finished the first year of retirement and it's been great. I've been able to rediscover the fun flying part of aviation thanks to Mr. Cessna. I never really enjoyed it much before because it was too much like work. Every time the news media features a story about an ATC bad day at ORD, I'm glad to be where I'm at.

Keep up the good work and the best of everything to all our RUPA friends. Don & Betty

JERRY J. CAMPBELL -- 1863 Bogey Way, Henderson, NV 89014

The past year went a little faster than I had planned. Actually the last seven passed rather quickly. A great year however. I attended the Reno races last year with the same enjoyable group. I'm still putting a lot of time on the 180. I'm waiting for amphibians from either Aerocet in Idaho or the new Wipaire 3000 in MN. I spent a great deal of time February through June in Kona at the condo. I took the airplane and toured Oregon, Idaho and Montana in July. The first week of August was spent on Lake Powell with my son, my daughter, their spouses and five grandkids and what a week that was. I had no idea the area is so beautiful. I'm leaving on the first of September for a fly-in at a guest ranch 180 miles north northwest of Vancouver. I'll return to Renton and get some seaplane time and then home in time to make arrangements for Reno. I'm looking forward to the convention in Las Vegas. *Jerry*

CHAPPIE CHAPMAN -- 6233 Gerds Dr., San Jose, CA 95135

Herewith is the Annual report plus postage. This will probably be my last letter to *RUPANEWS* this century. 2000 AD always seemed remote and in the distant future and here it is only less than 200 days away. The years do zip by.

Travel is not as frequent these days. A visit with daughter Sandi in Atlanta and the same with son Jim and family in Texas keep me in touch with United and the nonrev situation. Had a second trip to Cuba in April. The first was about four years ago. Went there by way of Toronto and had no immigration problems. Good food, ample rum and good water. Currently it costs less than Mexico. A very popular vacation place for Canadians who hope the status quo with the U.S. remains the same so the costs will stay low.

It is sad to see so many friends pick up this 270 degree heading and go off to the Spirit World. Fuzzy Cain on one of the last lists. Fuzz had quite a few more retirement years than his older brother Guy who was a fine person.

Dick Cosgrove passed on a bit of verse regarding the Golden Years a few months back. I am in agreement with expressed sentiments. I think these years start shortly after retirement and gradually end when the so called age-related afflictions start to take hold. My own current problem is Macular Degeneration. Has been with me for 43 years and has slowly made the outside world a bit fuzzier. The latest blow was from the DMV. After driving 75 years they advised I would have to move over to the right seat. It does save money on gasoline but is damn inconvenient.

Thank you for a very good RUPA Newsletter and my very best wishes. Keep Healthy. *Chappie*

FRANK COWLES -- 7 Berkshire, Dove Canyon, CA92679

Nothing much new around here. Still doing some instructing on the B737 for Flight Safety Int. After Sept 1 it will be Flight Safety Boeing. The golf game is improving slowly and I play with the group of retirees generally from the Los Angeles Orange County area, a great group of guys, generally much younger than me, but they put up with me. Bea keeps asking when I will retire and the answer is still "soon". Here is my birthday check, 21 years of retirement and I haven't got it right yet. But I am thankful for very good health, very good friends, 57 years of a good marriage, and a lot of good luck. I must also say that I am thankful for those great guys that I looked up to when they were flying and in fact still do as they are well into retirement years. The Jack Hoist, the Lowell Heacock, the Milo Bacon, Gil Sperry, and many others who built the airline that I was fortunate enough to work for and to retire from. Regards, **Frank**



DICK DANIELS

Hey Cleve,

Sue could not remember...yet another senior moment, if we are life members or not. Please let me know so I know and can write a check and fax it to you & write it on my forehead for the next Sept. Still enjoy RUPA and pass along to Jock that I still love him. Tell Floyd to e-aline to me also. Oh, our area code changed this Sept to 623 vice 602, I'm not sure about Frenchys and Millies, but you might ask?

The e address for us I think you already have --- if not you do now.

Remember: Baseball is wrong! A man with four balls cannot walk - Damn the Giants ----- Go Diamond Backs!!!!

Dick Daniels

HAROLD B.DERRICK, JR. 12 Church Hill Rd.
Washington Depot, CT 06794,
hbd_jr@yahoo.com

Dear Jock: Two years have passed since retiring and a little over a year since my angioplasty. Quitting smoking, good diet and daily exercise seem to be working. After my last stress EKG, the Doctor said my heart was performing like someone in their thirties. Now if I could get the rest of me performing like a thirty year old.

Retirement is still great; always busy. Don't always know what it is I do all day, but am tired at the end of the day and sleep well at night.

We have enjoyed our yearly vacations to the NC Outer banks so much over the years that we bought a beach house there last year, about 20 miles north of Kittyhawk. We survived the last two hurricanes with only minor damage.

Not ready to move there full time, as we still love our home here in CT. So we spend about half our time between the two homes. Can't get there from here on United very easily, so we drive down with the cat and dog (our children have finally left home). At over 500 miles it is a full day's drive, but not nearly as tiring as the 11 hour all-night flights between JFK and South America!

Haven't done much pass travel this year, my wife has made a couple trips to her mothers and we are going to Chicago for a wedding next month.

Haven't missed it, but maybe we will plan a few more trips next year as the newness of our second home wears off.

I like the new format of the Journal, and it is always enjoyable to read of the exploits of my fellow retired

pilots. I especially appreciate the updates on travel, insurance, medical etc. Keep up the good work.

Harold

PS.. please note the new e-mail address for the next directory.

WILLIAM E. DUNKLE – 670 Camino Concordia,
Camarillo, CA 93010

Dear Cleve, Quite a date; 9/9/99. The next date when all four digits are the same will be 1/1/11 in the Y2K. Normally it takes eleven years, one month and one day to span the period between dates of equal numbers; Forget what happens going into a new century.

Now, if you're still awake after reading this brilliant stuff about time spans, you'd be right to suspect there isn't just a hell of a lot going on around here. A few trips, a few parties, and a few books.

On the subject of books, Connie Kriloff sent me a copy of 'HIJACKED', the true life story of an off duty FEDEX pilot who was in the cockpit of an enroute DC10 where he tried to kill the crew members using hammers and other assorted weapons. It's a truly amazing story. Regards, Bill

BOB DONEGAN, PIT,LAX,SFO 1963-96

Hello Jock and Hello and best wishes to all you good people...and to my friends, too! Been keeping a low profile since retiring...had some health concerns that slowed me down a skosh, but all the various probes have cleared me of any of the bad things, which is nice to know...doing a little Ham radio, (KF6KIW), on 10 meterskeeping in touch on the computer, renting an airplane every now and then for pure enjoyment, and our life has been changed a bit by being awarded custody of a twelve-year-old Granddaughter! She's been with us for a year now and is doing great since she was removed from a rough environment...still, I swear I hear the laughter of my old friend, Capt. Floyd Nelson, deceased, ringing in my ears when I help out with the homework...Floyd always swore I needed a course in "bonehead" English. I know wherever he is, he finds the situation highly amusing!...I had planned to spend this time in "Dissipation and Debauchery" and instead it's back to doing decimals...still miss the job and people a lot... I've been hanging around the crew bus-stop and offering to do revisions for free if those getting off will just "tell me about their trip!"

Must sign off for now and return to studying my manual...my guide and only true friend in life...(according to Capt. Ken Trahan, "Pete Pure")

Bless You all and Thanks for the great newsletter.... "Father" Bob

BARRY EDWARD 6732 Rainbow Ck Dr. Sedalia CO. 80135

Hi Jock: How about this -- a month early. The reason will become apparent as you read on.

Went to Mazatlan in March with the Swifts (the people, not the birds) for ten days. Had a great time until the last 3 days---green apple two-step you know---oh the joys of travel.

Sweden in July for three weeks. Didn't want to travel SA with the economy as good as it is, so bought tickets through "Inflight Coordinators" in San Diego.

Good price, \$860 each return on American Airlines, positive space. We did not want a Rod Violette type trip.

Getting close to departure date, Marianne suggested that maybe we should reconfirm our flight. When I looked at the tickets I realized we had 47 minutes to pack and catch the flight. We were off by 24 hours. Called Inflight Coordinators with what I thought was a good story---traffic jam---no way we could get to the airport on time. Was told to go to the American ticket counter in Cherry Creek and plead our case. American agent tried to get us on another flight at the same price, but to no avail. She spent one and a half hours with us. Ended up buying full fare tickets at \$1700 each - plus we only got \$660 back from the return of the original tickets. Cost us \$1900 per person---you know what that means to a cheap airline pilot!!! American did put us in business class both ways, so it wasn't too bad.

While in Sweden I won the Estabo open golf tournament---well I had a little help from my partner--- a six month pregnant lady with a ten handicap. It was hit the ball drag Barry. First prize was a roll of aluminum foil---we had to make our own trophy.

Was interesting to read of Rod's problem with Transient Global Amnesia last winter. Gee Rod, I used to get that every PC, just didn't know the name.

Marianne is retiring the end of October and I have arranged a big surprise for her--- I'm putting her in a nursing home-- just kidding.

Cheers and Roebuck

Barry

Sounds like you had, if not Transient Global Amnesia, a bit of Trans-Atlantic amnesia yourself, Barry. It's a good thing that Marianne will be home to keep an eye on the old geezer. Ed.



EUGENE D. ELLIS – 222 Nimitz Rd, Kerrville, TX 78028

Dear Cleve, Sorry I'm late with the "stamp and etc. check," must be getting old, that is just me, not Gene. Ha!

We are still working. Guess the good Lord didn't mean for us to stop, since there is always something else we feel we must do.

Sure hope everyone in our UAL family is fine and enjoying life. Come see us at our RV park in Kerrville, Texas. We give Pilot discounts.

Best to all, Gene & Marianne

TROY & MILLIE EPTING

Hi to all our Friends Family, and contacts on the e-mail. Millie and I just got home from our three-month cruise to our beautiful North West water ways.

Now we get to repair all the nagging little projects that make home ownership such a joy. I had to have a new modem installed in my magic box and they lost all my Email addresses and a lot of programs that are hard to replace. USAA sent Me an invitation to join their internet connection with Sprint and we were pleased to join their Net work. Their monthly cost for unlimited time is \$15.95 a month or \$13.95 a month if you subscribe to Sprint for your intra and inter state long distance telephone service. The hourly cost is slightly less than 10 cents a minute 24 hours a day 7 days a week. USAA has always been a class act for my various needs so we were pleased to see them add this service to their list of Benefits. Our new e-mail address is troymillie@earthlink.net For those of you who are not familiar with USAA it is an organization set up by and for commissioned officers past and present in one of our Country's Armed Services in order to handle Insurance and investments and Banking under one roof to personnel stationed all over the Globe.

If interested their Phone # is 1-800-896-3419 tell 'em Troy sent you. We'll leave the Lite on for you!!!! We have a new little girl in the oven - Granddaughter that is, due around the 8th of Nov. which is Millie's birthday. We will be delaying our trek to the desert 'til the 1st of the year so we can be here for Xmas. In any case we are back on line. Sorry to have lost any correspondence that might have been sent to our old address at AOL during our vacation

Love & Hugs

Troy & Millie

Thanks for the information, Troy. When making a decision about a long distance carrier one might also consider unionized AT&T which offers the same rate as anti-union Sprint. Just a thought. Ed.

P.J. (JAY) FRIDDELL – 166 Harbor Rd, Barrington, IL 60010

Hi Cleve, "The check is in the mail!" -- Say you have heard that one? well this time it's true.

It has been a busy year for Abbie and I. We began the year by leaving the Chicago snows behind and flying the little red Cherokee to Oceanside, CA to enjoy the warmth (our son is based at Camp Pendleton which also accounts for Oceanside as a destination). This was our first attempt at mountain flying in a little bird. Winds were very strong from DEN west and I learned there is a great deal of difference between mountain flying in heavy iron and mountain flying in Cherokees. Aside from a couple of much shorter trips in our travel trailer, the year has been very busy with our involvement in Civil Air Patrol and EAA. This year at Oshkosh I never even had time to get over and register at the ALPA tent. Even so, we did get to see some old friends as they passed through the EAA Action Pavilion (we're enslaved there each year.)

As for Abbie, she is busier than ever with flight instructing. Aside from the fact that she is good at what she does, the commuter airlines are hiring so rapidly that student pilots are looking for instructors who will be around for a while. So -- until next year, *Jay*

LARRY L. FRITZ – PO Box 1177, Fallon, NV 89407

Hi Cleve! Enclosed is my annual postage fee. Will miss you all at the Las Vegas Bash as we are leaving on a driving trip to South America in mid September. Did the inside passage cruise last month – guess who was seated at the next table each night? Larry Darnell. Small world, huh? See you soon, **Larry**

SCAM WARNING

HERB GOODRICH 19118 Marilla St Northridge, CA 91234

TO WHOM IT MAY CONCERN

As suggested by the police dept., I am sending this short account to RUA, RUPA, and UAL benefits Dept to be used as they see fit. May be edited, thrown away or filed.

On 8-18-99 I was called by a Dan Evers who said he was an attorney calling for Atty. John Wallace and not to be alarmed, was not being sued. Asked if I was Herbert Goodrich, if I ever worked for UAL, and then, between years '60 & '65, If I had ever been called Goodyear? His firm was going to court that afternoon in class action suit and they had just discovered that in those years I had been carried as "Goodyear" and that I was owed \$5792.39 with the interest and Penalties that had accrued. If I joined the suit I would receive a certified

check for the award plus the \$350. attorneys fee court costs and the \$34 Western Union charge.

He caught me at a, vulnerable time - Hilda had a bad hair day, had been sprayed with water at Universal day before, I was on duty to watch Grandkids (4) and trying to get ready to leave for Salt Lake on 19th. It crossed my mind that I had been called Goodyear and Firestone. I was based at Kennedy during those years and some of the pilots who retired a couple of years after I did in '79 had some problems with a Detroit bank issuing their pension checks.

He was a real "motor mouth" and I never got a chance to ask him where John Wallace's firm was located, phone number and where hearing was to be held. Because time was of the essence it was necessary for me to send the \$350 through Western Union and his secretary had the closest one at Reseda & Roscoe. It would also be necessary for me to waive identification and we would use the code word "United" for him to pick up the cash on his lunch hour and "how soon could I get there?" I was spring-loaded - where can you find an honest attorney for a 6% fee? We went over the procedure again and he gave me his phone # to call if there were any problems, and he would call me and assure me that he had picked it up and I was filed as a class member - He never called!

When I got home a week later the check had never arrived. I called his phone number and get "Mobil phone is not responding try again." Western Union reported he had picked up money at San Fernando, 20 miles away, and had a fictitious address 10 miles east and my Zip code! He must be out there and paying phone bills and got the same recording. When I tried to file police report I was referred to downtown dept. and then finally back to Northridge. It was called "Theft by deception." One detective said "With all that research they've done, you may not have been scammed,"

The old saw "If it sounds too good to be true, it is!" If someone has to have cash in less than 24 hours or send a messenger to pick it up, be skeptical. Barnum was right, "There's a sucker born every minute," sometimes twins. Don't pass UAL address lists out indiscriminately 'Wiser &,broker. Herb Goodrich

Thanks for passing on that tale, even at the cost of a little personal embarrassment, Herb. Con men are always ready to prey on the distracted or unwary. And it is good advice to all of us to keep the RUPA Directory confidential. Ed
Normal



DAVE HANST..16467 Harbour Lane, Huntington Beach, CA 92649-2103

21 years of retirement, still enjoying it, still keeping busy. Last December Marian and I went on a three day cruise to Mexico on Royal Caribbean with about a dozen ex-members of the Corsair Yacht Club. This coming November the same group is doing an eleven-day cruise to the Mexican Riviera, again on Royal Caribbean. This past May, Marian, my brother Jim and his wife, and I spent two weeks driving, following the trail of the Lewis and Clark Expedition to the headwaters of the Missouri River in Montana. Then to Yellowstone for several days, next to Lake Tahoe, finally to Yosemite National Park. Enroute we saw a lot of our wonderful country. The other three members of the group fell in love with Great Falls, Montana, it was late May when we were there. I had flown MATS out of Great Falls for a while during WWII, and I remembered how cold it got in winter, I clued them in on that.

Son Dave just got back from a two week safari in Southern Africa, the flight from JFK to Johannesburg was 14:30 hours. I realize that the crews have relief pilots on board, that is still a long haul. Then I think back about a route I flew out of DCA on Capital Airlines in the late 40s, a DC-3 from Washington, DC to Memphis, Tennessee. We made 13 stops along "Tobacco Road" to Memphis, next day back the other way, another 13 stops, I can still name all of them, but won't take up the space here doing that. We had a name for that trip, we called it "The Vomit Comet", in the hot summer months it was brutal. Today, with pressurized cabins, and air conditioning, flying is quite a bit more pleasant.

I am sending a postage check to Cleve.

Dave Hanst

THOMAS A. HELMS 1826 North Vail ,Arlington Heights, IL 60004 (847) 577 7785

Dear Captain Savage,

The enclosed is an article out of the Eastern Air Lines Retired Pilots Association newsletter that might be of interest to our members regarding the Boeing 247 D, the first modern airliner, according to Johnny Miller. As you can see Captain Miller started with United and then switched over to Eastern, exactly the opposite of what I did!

As you might have guessed, I am a member of both RUPA and REPA and I enjoy reading about old times and the great pilots in both publications immensely. It was a thrill of a lifetime to fly Captain for two of the greatest airlines, United and Eastern! I will be 62 next month and am in the DC 10 back seat until I get my 10

years of active service with United, which will be in December.

I am also presently on the UAL MEC, serving as Second Officer representative and Secretary/Treasurer for ALPA Council 12 in Chicago. Jim Engleman, former Council Chairman, talked me into taking a term. The responsibility and work takes up most of my free time, what with 10,000 pilots on the property, all new Flight Operations management, hundreds of problems that seem to arise every day, management wanting to fly any plane with Regional Jet painted on it with pilots not on the UAL seniority list, not to mention the negotiations on a new \$1,000,000,000 contract due April 12, 2000. In other words, not much has changed, only the magnitude and complexity.

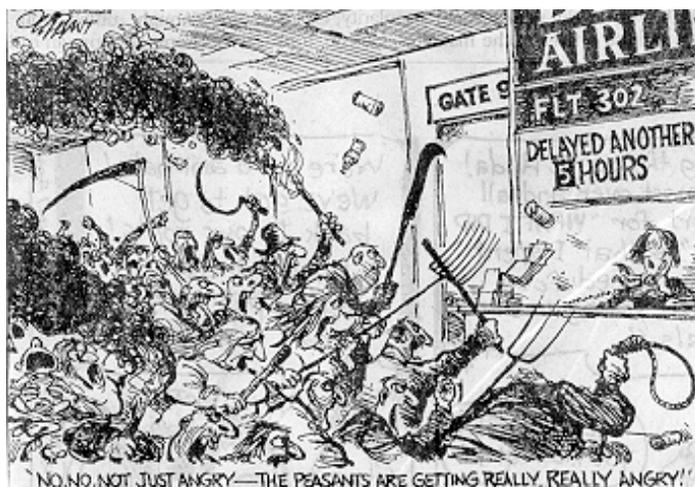
Best wishes and keep up the good work,

Tom Helms

*Great minds, and all that, Tom. I had obtained a copy of the very article you sent, as I am sent a complimentary copy of the Retired Eastern Airlines Pilots magazine - but thanks nonetheless for sending it. I'm glad that you decided to work for ALPA for your final years not only because they need good men, but because although you must seek the greatest good for the generality of members you will have an appreciation of the special requirements of retirees and bear them in mind during MEC deliberations - after all, with luck, all active members will someday be retired. Ed
ÿÿÿÿ*

BRIAN AND PATTI HENDERSON -- 1525 Marlin Dr., Naples, Fl. 34102 Bripat@att.net

Hi Jock, year two and it seems like two months. Everything I've always heard about how fast the days pass in retirement is happening. I'm still adjusting to the absence of any structured schedule to deal with, but so far it's not a problem. Patti and I are still maintaining two residences in San Jose and Naples, Fl., so that alone keeps us hopping. Thanks for all the good work.
Brian



BERNARD J. HIGGINS – 3 Tennis Ct, Bernville, PA 19506

Just read the August *RUPA NEWS* and realized that a full five years since retirement is rolling around. Arriving by snail mail will be the annual dues amount and a similar contribution for doughnuts and such. I made out a check for the UA RETIRED PILOTS FOUNDATION and was writing down Ted Bochniarz's address as mentioned in the NEWS, but it ran out at the end of the word "Drive". [*Sorry about that glitch- it has been corrected. Ed*] Thanks to the RUPA roster that you were kind enough to send me, I easily found the rest of his address. (Thanks Barney, there will be a new Directory coming out in January. Cleve)

This is the first note that I have penned to accompany the annual mailing, and out of kindness I shall keep it brief. As I prepare to place my Medicare Card in my wallet, I can say that Rie and I are both blessed with good health, good friends, and good times. We still have our little Grumman Cheetah to fly fun trips, but have also joined the Reading Aeroclub (the oldest continuous flying club in the USA) and the EAA to help with the Young Eagles program.

Thanks to all the volunteers for giving their time and talents to keeping this organization alive.

Barney & Rie

Normal

MARK HOWARD 2231 Rimrock Rd, GJT 81503 DEN '64 - '89

Dear Jock: Another year, another candle on the cupcake, and things could be a little better or a lot worse. Found a book during the year which is fabulous, if you like airplanes and recent history. It's a very well written account of the airline biz from deregulation through the turbulent turf and labor battles of the '80s. All of the villains are covered, and there were a bunch. The book is "Hard Landing" by Thos. Petzinger, Jr., published in 1995 by Times Books. I found it on a remainder table for \$5.

Medical tip for this year: Never confuse Flomax and Flonase!

Thanks for a great newsletter!

MILLENIUM OR BUST

Mark

HOWARD HOLDER -- 5304 Hyada Blvd NE, Tacoma, WA. 98422

98 brought the trip of a lifetime, Kenya and Tanzania. Must have seen a million animals. The trip was arranged by Lowell and Jo Anne Baird of Astro Travel in Sumner, WA. Lowell used to work for United. The Safari company was Big Five Tours. Due to the high rains of

Winter 97-98 the vegetation was lush, which made for terrific animal viewing. As I told my wife, she would have loved the hotels, the food, the people, the weather, the scenery, the animals, the guides, but HATED the roads. Horrible roads are the price to see the animals of all kinds. The balloon ride (18 pax) over the Masai Mara was the highlight of the trip, world's largest hot air balloon. No pilot discounts. Also managed to get in a short Holland American cruise (ship, train, motor coach, train) to Alaska from Vancouver, B.C. to Anchorage. The White Pass and Yukon RR is the highlight of that trip. Also drove to Oshkosh and North Carolina. Don't pass up Devil's Tower, it is only 35 miles off the interstate and ten times more spectacular on the ground than from the air. Later, returning west, followed the Oregon Trail, with some kayaking thrown in. Well, enough of my travelogue, more to follow next year.

I continue to enjoy the *RUPANEWS*, and thanks to all who make it possible. Like the new format, but used to enjoy reading found copies long before I retired, ten years ago. Haven't caught up around home yet, but I keep plugging away. Regards to all, **Howard**
Normal

PAUL H. JEFFERY – 10879 Pt. Vashon Dr. SW, Vashon Island, WA 98070

Dear Cleve, Finally my belated '99 dues. I am also sending my 2000 dues so I can be early for once in my life. Plus a little penalty for being the worlds most accomplished procrastinator.

Nothing much to report since hanging it up, except I fell off my boat (in dry dock) fell 12 feet, broke my hip, shattered my elbow in 20 pieces and chopped off part of my thumb. The boat keeps me too busy to be out on the streets and too broke to be in the pubs. I'm giving serious thought to finding a job so I can have some days off. Even though I consider work as a four letter word to be shunned.

Thanks to you and all the other RUPA active for the great work. Cheers, *Paul*

WANDA KLAMPFERER -- 258 Mohawk Dr, Bensenville IL 60106

Dear Cleve: It's Birthday time again the years just go by to fast. I no longer do much traveling - keep busy with local social activities. Always enjoy the RUPANEWS many thanks to all who contribute.

Enclosed is check for dues and postage. Sincerely,
Wanda



HISTORIC PHOTO

We continue our historic photo series in this issue, following a month's hiatus to permit any comments on the last published photo – and boy did we get them – they continue on this page and following. Great stuff, and just what I hoped the photos would elicit. Let us see if this issue's printing of another of the loans by Phil Johnson will draw some more comment. Ed.

BOB BURSON, 15 Pony Lane, Rolling Hills Estates, CA 90274

Hi Jock: A little info and a small correction, if I may, regarding the "HISTORIC PHOTO" in the August issue of RUPA NEWS. As the article stated, the picture was of a flight engineer class of new hires in 1948. Third row up and fourth from the left was Bill Wade, a fine gentleman, great pilot, and all around good fellow. I flew many times as copilot for Bill on the Convair 340. The main route for LAX Convair 340 crews was the "Valley Queen". Somewhere around 1964 or 1965, Bill experienced the loss of both engines! He was in the vicinity of Saugus at the time. Bill glided down through an undercast and spotted a field suitable for a deadstick landing. When he got close to the selected spot he decided that the condition of the dirt field was good enough that he could attempt a landing with the gear down. Bill made a beautiful landing without a scratch to the plane. It is said that after he evacuated all the passengers down the built-in stairway, a little old lady came up to Bill and asked, "Does this mean that I am going to miss my connection to Chicago?" As much weight as possible was removed from the plane, and enough fuel loaded for the short flight to LAX. The plane was flown out and was back in service in a relatively short time.

In that same article about the Historic Photo, you said, "the reason for United hiring so many engineers was a result of a Presidential inquiry into the midair over the Grand Canyon between a DC 6 and a Connie. It was determined that a third crewmember might have averted such a tragedy." The governmental decision to require flight engineers on planes over a certain gross weight was made several years before the Grand Canyon midair between UAL and TWA. At the time of that tragedy, 1956 I think, I was a DC 6 flight engineer, and all US registered Connies and DC 6's had flight engineers. The government edict that was engendered by that accident was the requirement that all commercial flights be on an IFR flight plan with an assigned altitude. At the time of the accident, the two planes were operating VFR. Both were doing a little sightseeing around the Grand Canyon. Unfortunately, they both were coming around the same cloud, at the

same altitude, and in opposite directions.

I think that the Historic Photo series is a great idea to improve an already wonderful publication. Thanks to all of you for your wonderful efforts. **Bob**

Thanks, Bob. We have enough of those photos to last for about the next six issues - so if anyone has one of interest, that would reproduce well, and they are willing to entrust it to us, we'd be glad to print it. Ed.
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CHUCK FITCH

Yo Jock:

I read with much interest the varying inputs from several old-timers regarding the United Bryce Canyon DC-6 fire and Elk Mt. WYO. I was with UAL ground radio at the time and was personally involved in both. To begin with, I have to go back to the winter 1938/39 in SLC. I was the radio operator on duty one snowy night when Howard Fey flew a DC-3 into Ensign Peak in the Wasatch foothills. Dispatcher on duty with me was Ed Edson. After six weeks of hearings in the Hotel Utah by Shorty Schrader of the CAB (no NTSB then) it was determined that the N leg of the LF range had shifted 18 degrees east at the time Howard was making his final approach from Ogden. Drifting wet snow had filled the bowl insulators at the antenna base, changing the patterns. Ironically, Captain Fey had the highest flight time, 53 hours, of "blind landing" experience (as they called it then) in United Airlines. Bendix had installed one of the first VHF glide-slope instrument landing systems at Oakland, where UAL's Boeing School of Aeronautics was running tests on its reliability. Howard was particularly interested in this development and spent a good bit of his time when not on the line flying the test aircraft, which as I recall was old 365, a 247-D flying lab United had at the time. This fact was brought up at the CAB hearing several times, further solidifying the case against the Salt Lake range station's malfunction.

This decision might never have been made (considering one govt. agency was on trial by another) if Dick Petty had not taken an aircraft up shortly after dawn that morning when the overcast had lifted somewhat, flown the same pattern, and found a 22-degree shift east. The CAB, in its infinite wisdom, compromised on 18 degrees--and the range station was moved to Daggett, CA (along with its FAA Chief--a chap named Davis).

An Alaska-type LF range was then brought in. I was also involved in bringing the remains by sled down to the valley floor. Unfortunately for me, I managed this well enough to satisfy the Chief of the Western Re-

gion "Pick-Up" crew, Frank Eilert, so found myself on his list to help later, anytime United had an accident. Bryce was another case of me being in the "right" spot at the right time (???) I heard the entire thing over the radio from start to finish. As Chief Radio Op at SFO then, I had a long-standing practice of randomly asking a radio op to take a break while I took over the radio circuit to help keep my hand in. In this instance I had just taken over the circuit from one of our best gal ops, Lois Wickwire. (Sister of Kay Wickwire--EKO Manager.)

Almost immediately, I heard "San Francisco--San Francisco-United (Flt #) we have a fire on board." I yelled for Wickie to get her U--know-what back on the circuit--and I went to check on the tape recorders & switch on the back-ups. Captain was Macmillan, who kept up a running account of what he knew. He sent the FO aft to check the cabin--but he never got back to the cockpit. Last words before they hit the East end of the Bryce strip were--"I think we're going to make it--I think we'll make it."

Frank Eilert and I flew over immediately to LAS where we were met and flown by a US Forestry Service C-47 to the Bryce strip. We set up operations in a motel in Panguich, and Doc Kidera (or Doc Tuttle--I disremember which) came in from CHI & set up a morgue in St. George, Utah. Ironically, less than two weeks later, an American Airlines DC-6 made an emergency landing at Gallup NM with a hole burned in the belly cargo pit. Fuel transfer problem--but it cost a lot of lives to solve that one.

My last job like this was Elk Mt. where Walt Briggs hit the peak at about the 10K level, also in winter. He was enroute to DEN from the NW. We had help from the Wyoming State Police on that one, as well as some mountaineering experts. As I recall that was the winter of 1947 or 48.

When the UAL/TWA mid-air over the Grand Canyon occurred I was in DCA with ARINC--thank Heaven! Chuck

DAVE LANDRY DJLJBL@AOL.COM

Hi Jock, and kudos for the new format and size and type, it's all a terrific periodical. Allow me to add some additional info to your paragraph regarding UAL's hiring so many F/Es.

Since the origin of the photo is from 1948, please let me go back to some history, both industry as well as UAL experience to set up some facts. The accident you cite of the Grand Canyon accident as the prime mover in installing the third crew member in our aircraft at the time is incorrect.

This accident between UAL DC 6 from LAX and

TWA's Connie, was after the fact, because the UAL DC 6 had Jerry Fiore aboard as F/E, because the DC 6 had been grounded because of the following accidents some time much earlier.

First, there was a National Air Lines DC 6 crash at Newark on approach. Then there followed a UAL DC 6 over Pennsylvania that had a false fire warning and had followed procedures in effect at the time, started an emergency descent, and of course, as my memory serves me, the cockpit filled with CO2 and the aircraft crashed. Of course they had discharged the CO2 as per the current emergency procedures.

Now, sometime following this accident, the infamous DC 6 accident of UAL's at Bryce Canyon. Here, the cause was a heater fuel can drain overboard that was placed directly in front of the cabin heater air intake. Naturally the excess fuel drain went into the air intake and the combustion element was a catastrophic fire that consumed the lower portion of the fuselage, and began to release passengers into the outside air to their deaths. Of course the controls were also ineffective, since the cables were thought to have been weakened or deteriorated due to the intense heat.

Now, here finally is where our Washington DC betters decided that something was amiss with the DC 6, and they were grounded. I believe this was in 1946 late fall or early 1947.

A series of hearings was held, and the history of those hearings is very interesting. A final decision came down that all aircraft over 85,000 lbs. TOGW must have a third crew member, or F/E. The license already existed, since airplanes with a separate F/E station existed.

Now this had caused a decrease in airline profits, since the grounding of such a new and modern fleet caused painful layoffs over the industry. UAL, in order to comply with the requirement of the new crew set-up had a group of newly-hired co-pilots who were about to be furloughed. So, in their corporate wisdom, they decided to place the group in the photo into F/E school in Cheyenne, so as to have some bodies to fill the new seat.

What this corporate decision failed to take into consideration was that back in the WW2 years in the Pacific, UAL used F/Es on C-87 cargo aircraft, and those guys had a clause in their labor contract that required UAL in the future, if any UAL aircraft came on the property requiring a F/E, the company was obligated to select those fellows from the old Pacific originals.

No need here to go into the history that followed that. Suffice to say that the above evidence is what I can recall as being the origin of that photo.

Back to the Grand Canyon accident. At the time, and I cannot recall the year, all of us who flew over the Can-

yon, and this was, of course, before Radar coverage, and the FAA, can remember how easy it was to request of ATC a divergence to circle the Canyon to afford the passengers a view. Also there was another site further west, the Havasupai Indian settlement in another part of the Canyon that was very visible, and also a very beautiful waterfall. These flights were stopped by ATC after the aforementioned mid-air. I'm sure you will have other letters, and possibly better recollection than mine. Just let me finish by saying the photo was just great, so many good friends and also so many who have flown west. A great group of men who helped put this company in the leadership role it enjoys today.

It has been some time since I've done this much writing, and the computer and I are still not the best of friends, so forgive the errors that are so obvious in spelling and syntax. My best compliments to you Jock for the outstanding way the news is presented, and especially the photos. For all the folders and stuffers my thanks and best wishes.

Fair Winds, **Dave Landry** 48--87

Whatever minor typos there were have been corrected, that's what editors are for. I hope that you will enjoy the upcoming photos, Dave, and that they may occasion more recollections from you or others. Thanks to you and all the others for writing. Ed

JOE PURVES

I am sure you have been deluged [*that's an understatement. Ed.*] with corrections to the erroneous statement that there was a relationship between the Grand Canyon midair and the employment of so many flight engineers. My failing memory says that Capt. Shirley's midair occurred in the summer of 1956 some 8 years after the historic photo.

Joe Purves

DON F. KING 4475 Osage Dr. Boulder, CO 80303
9/7/99

The Newsletter came today (and all of you are doing a great job) and #69 rolls around tomorrow, so I'll be one day early this year, instead of late like last year. It was a shock to hear that Marty Kirshner just passed away. He was business manager when I was in the office in LAX. He always had a smile, good word and a positive attitude. He was a great guy and will be missed very much.

My nearly two years as volunteer construction manager at our church is completed and it is very good to be away from the 60-70 hour weeks. Since there were so many health related items in the Newsletter, I'll add another.

The stress of having architects and engineers in another state and the general pressure of the building took its toll. I had frequent episodes of acid reflux that resulted in 8-10 cm of my esophagus bleeding just as it enters the stomach. If any of you have frequent reflux, it would be a good idea to have an EGD (scoped). Luckily mine had not turned cancerous, but that is the next step if not recognized in time.

Check in the mail to Cleve. Thanks to all of you that put out the *RUPANEWS*. Don

CARL JORDAN Cagrampa@aol.com

Re: Gene Patrick

Here's what our local paper, The Charlotte Sun Herald, had to say in this morning's edition. The paper delivery guy came by at oh-dark-thirty, as I was putting suitcases into the trunk of the car. He gave me a paper to read on the way to California.

CAPE CORAL COUPLE KILLED IN PLANE CRASH

Ryegate, Montana - Four people, including a Florida couple, were killed in a weekend plane crash in central Montana. Killed in the crash were Gene Patrick, 65, and his wife Shaunney, 66, of Cape Coral, Florida; their son Craig Patrick, 43, and his wife Jessica Patrick, 42, from Lake In The Hills, Illinois, said Golden Falley County Sheriff, Floyd Fisher.

Gene Patrick was piloting the single-engine Cessna 182 that crashed against a mountainside in the Big Snowy Mountains on Saturday, Fisher said. He said that Gene and Shaunney Patrick owned a home in Augusta, Montana, where they spend part of the year. "They landed in Billings to fuel up and had left billings flying to Choteau, which is just a little north of Augusta," said Fisher, who is also the county coroner. "It still appears at this time that it's a weather-related incident." (End of article)

So, Gene's son and daughter-in-law were also on board. Of course, the local Sheriff and Coroner (depending on which hat he's wearing at the time) has decided that it's "weather related." But, what the hell does HE know? He called it an "incident" and it sure seems more like an "accident" to me!

It just doesn't add up that Gene would fly into a mountainside. Hopefully, at some point in the future, we'll get a better reading on what happened.

Carolyn and I had a nice ride out to LAX from Tampa. A nonstop A-319, and wonder of wonders, we got to ride in **FRONT CLASS!** That's rare these days, especially on a bird that only had eight front-class seats.

They were repaving the ramp in front of the 80-gates at LAX. So, after we landed, we rolled to the

end of 25-R, and then made a LEFT turn toward the sand dunes. I never knew there were parking spaces over there. We parked at Gate W-3, which Carolyn said stood for Gate "Water" 3! Had to ride a people-eater bus back to the terminal building. Oh well, I got to see part of LAX that I had never seen before.
Carl

PS for JJ in California - the inflight movie on this trip was "Notting Hill." It's the movie that you told us was a "must see." All I can say is that it sure was a Notting movie. The plot was Notting to brag about, and the acting was Notting to write home about either. I watched for about 15 minutes before I began Notting off. Carolyn is usually into romantic chick flicks, but when I snapped awake again some 20 minutes later, she had taken off her headset and was reading the newspaper. It's Notting worth seeing, as far as I'm concerned. Hugh Grant and Julia Roberts aren't my favorite actors to begin with. Thanks for Notting, JJ! (Glad I was riding in front class so the movie was free. If I had paid to see it, I would have asked for my money back!)

JAMES H. KEETON 340 River Route Magnolia Springs, AL. 36555
Things at the Keeton's are about the same as a year ago. Katherine still has not walked since her accident, followed by the doctor-administered epidural which produced paralysis of her lower limbs. She has to be assisted into and out of her wheel chair and bed, which makes it necessary for her to have sitters around the clock. Oh, my unfortunate heirs.
This situation has severely limited my recreational activities as I feel guilty going fishing without her along. I still have the four boats and have to exercise the engines at the pier. Of course, in the case of visitors, we go anyway, and wave as we leave.
We were elated when United announced its return to Mobile, and hope there will be some way to get Katherine on and off the plane, or that she will recover the use of her legs. We both would like to do some traveling. With my hire date of 1936, we should get on. Check to Cleve.
Surely wish there were some good tidings to report.
Jim.

Please accept the prayers and/or best wishes of our fraternity for your wife's recovery. Ed.

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RAY KUHLMAN - - cool@mail.icomnet.com DCA-MDW-CLE-DCA-EWR-DCA 1946-1979
Jock - There's always a sharpshooter in the crowd, isn't there? I just finished reading Ted Wilkinson's article in the September issue of *RUPANEWS*, and am compelled to answer his query about how many other Air Force Bases have been named for Naval aviators. The answer is one (1) that I know of - - - Seymour Johnson AFB in Goldsboro, NC - - - home of the famous 4th Fighter Wing, (F-15 E's) direct descendants of the American Eagle Squadron of World War II. The base is named for Navy Lieutenant Seymour A. J Love the newsletter. Keep up the good work. **Ray**

CLAY LACY -- P.O. Box 260099, Encino, CA 91426
Dear Jock, Enclosed check is to catch up on postage I owe.

I sure hope employees and retired employees will strengthen support of the UAL Historical Foundation that Bill Arnott founded. Bill did a great job of getting the Foundation started with little funding, lots of dedication, lots of hard work and giving almost all his time. We all need to increase, support of this worthwhile effort.

Busy as ever with my company and manage to fly fifty plus hours a month in a dozen different types. We now operate twenty jets. Lears, Gulfstreams and Boeings. In April I had the opportunity to fly the new Boeing Business Jet on its first long range flight, 13 hours 52 minutes for 6,250 N.M. I also flew a Citation X from Los Angeles - New York - Los Angeles, setting three speed records. The X is the fastest civilian aircraft with the ability to cruise at .92 mach.

Have also flown, and written 16 pilot reports for Professional Pilot magazine, mostly new Business Jet aircraft, but did fly Bell's Tilt Rotor.

I really miss Buddy Joffrion's wonderful words. I've visited Buddy and hope he will be writing again soon. Thanks to everyone that makes the RUPA newsletter happen. Sincerely, **Bill**

Berry good protection for aging brains

RayLahr@aol.com

OK Gang, listen up. This article was in Science News, September 18, 1999.

It's depressing to contemplate the memory loss and physical infirmity that so often accompany aging. Federal scientists, however, now report that the blues may constitute a palatable prescription for fighting the ravages of growing old - if, that is, those blues are berries.

The body creates oxidants, chemically reactive molecular fragments, to eliminate old cells, infectious

agents, and damaged tissue. When all goes well, natural antioxidants quickly step in to limit the process before it gets out of hand. As animals age, however, their antioxidant production wanes. Indeed, oxidation underlies many degenerative changes that come with aging.

Last year, chemists at the Agriculture Department's Human Nutrition Research Center on Aging (HNRCA) at Tufts University in Boston found that blueberries are a rich source of pigments, called flavonoids, that show strong antioxidant activity. Their earlier data showed that spinach and strawberries contain copious amounts of other antioxidants.

Colleagues in a neighboring lab have now supplemented the standard rodent food with a powdered form of blueberries, strawberries, or spinach. The researchers added the supplements in amounts having equal antioxidant activity. Ten 19-month-old rats received each type of supplemented rations. In terms of life span, these animals were on a par with people in their 60s.

Though all supplemented animals performed better on memory tests than the 10 rats that got unadorned chow, only the blueberry group showed notable improvements over the control group in every test of motor coordination.

James a Joseph of HNRCA and his colleagues report their finding in the Sept. 15 Journal of Neuroscience. After eating blueberry-laced chow for 2 months, 21-month-old animals outperformed un-supplemented, younger rats, Joseph says. "So, we got reversals in age-related declines." The blueberries that each animal downed were equivalent, when adjusted for body weight, to 1 cup daily in a person's diet, he notes.

The scientists measured a variety of chemical-signaling characteristics in each rat's striatum, a brain region pivotal to coordination. Each supplement showed a different benefit pattern, Joseph says, suggesting that blueberries' protectiveness may trace to more than oxidant quenching.

"A next important step in the research will be to see if the improvements are long lasting," says Molly Wagster of the National Institute of Aging in Bethesda, Md., which funded the study in part. The differential benefits seen with the three diets reinforce what many other recent studies have suggested: "All antioxidants aren't alike," observes William A. Pryor of Louisiana State University in Baton Rouge. Some reach different places in the body; others do more than halt oxidation, he says. It's therefore important, he argues, not to rely on supplements containing a single antioxidant, such as vitamin E. "You've still got to eat plenty of different fruits and vegetables," Pryor says. Since pigments can

be very potent antioxidants, he prizes deeply colored foods - especially "anything blue." J. Raloff

ROBERT W. LEONARD ORD, SFO 12/59 - 8/92
Arrival of the Sept. *RUPANEWS* reminded this Leo to send my belated check and a note. This year has been happily busy with family, travel and volunteer community activities. In October we flew UAL to Thailand. We visited BKK, Cheng Mai and Phuket, enjoying every minute. We stopped for ten days on the Big Island to enjoy our Kona condo (which we also rent out at fabulous airline rates). We got on every flight despite dire predictions, making it a great Fall trip. In January we skied Tahoe, then back to Kona. Have three of our five kids close with seven grandchildren, so we do lots of babysitting. Enjoy working the UAL display at the Museum of Science and Industry in Chicago and am active in Kiwanis, church and St. Charles committees. Life is good. Thanks to all for a great newsletter and RUPA services and activities.
Fraternally, Bob

PAUL LIVINGWAY -- 812 N.Ocean Blvd #505, Pompano Beach, Fl 33062 palway@mediaone.net
Today is five years into retirement and I have never looked back. In the last year my wife Betty and I have been on four cruises and have booked three more in the next nine months. We did an Amazon cruise in Feb. from Manaus to San Juan and the Amazon is the biggest river in the world and the second longest in the world (Nile) by one hundred miles. Living on the ocean is a delight, as the ocean is never the same and I can sit on the balcony and just enjoy the view, day or night, for hours. I hope the next five years is as good as the last five, but go a little slower. Would like to hear from old friends if you are in the area. Check coming the old fashion way. Best regards, *Paul*

GEORGE MATHES 10505 Deer Path Road Woodstock, IL geomathes@msn.com
Jock: The end of my first year of retirement from UAL has arrived. It hardly seems possible, but I guess that is a typical perspective. Although it wasn't planned, I ended up employed with an investment management firm and started a new career. The most significant benefit of my new employment is that it keeps me in regular contact with the UAL pilots, including many old friends, and lots of new ones. I'll give it some time before re-evaluating the final retirement decision. The wife, Jacquie - a UAL Flight Attendant, will be

working for another year or so, and is active in AFA work (local PAC chair). Of course her best work is taking exceptional care of her husband! We get in a little travel and some golf, but just can't seem to find enough time for all our interests. Just a sign of the times, I guess.

We just returned from a short trip to the northern Wisconsin with UAL friends, the Davids. There we visited the north contingent of UAL retirees including the McCuskers, Careys, Kellys, Towners and Stegers who have congregated in the Eagle River area. Bob Kelly treated Joe David and I to a side excursion to the vicinity of his large acreage on the shores of Lake Superior near Copper Harbor. We had a wonderful time and some of the best weather you could ask for to view the beautiful north country vistas.

Really enjoy the RUPA publication and very grateful to all those who make it possible. Also try to attend all the RUPA luncheons for the Chicago area retirees. It is especially invigorating to mingle with all the folks I used to fly with as engineer and co-pilot -- makes me feel like a pup again!

Annual stipend (plus some extra) enroute via snail mail.

George & Jacquie Mathes

P.S. Just because Bob Kelly has roots from the Isle of Man I hope you won't cut him too much slack!

Too much slack may have been the cause of Manx cats losing their tails. Ed

THOMAS F. McMAHON – PO Box 814, Zillah, WA 98953

Enclosed is our yearly check. We enjoy reading notes from everyone in the news. It's been three years since retiring. Where does the time go? Life is good, working on a 1957 Apache. Hope to have it flying spring 2000. Thanks for your efforts, Tom

JOHN I. MILES – PO Box 240, Ophelia, VA 22530

I've bounced back nicely from surgery for prostate cancer. It was removed March 17th at Johns Hopkins by the renowned prostate surgeon, Dr. Patrick Walsh. I was lucky, all cancer was confined in the prostate and so now is all gone. I feel great, lost 20 pounds, and am back doing everything as before.

My best to all. John

DAVID G. MOSBY – 18346 cook Rd. SE, Yelm, WA 98597

Enclosed the dues for the up coming year. Not much to report, trips to London, Vienna, Oshkosh, Colorado and Arizona.

Still flying aerobatics in the G-202 and skiing in the

winter. Retirement – I LOVE IT! **Dave**

CHARLES P. MUHL – 32395 Corte San Vincente, Temecula, CA 92592 '68-'94

Dear Cleve, B.D. 9734, now a full fledged "Senior Citizen" starting my 6th retirement year. Too bad the 6½ years commuting as a B737 TCM from LAX to EWR/CLE didn't go that quick!

Our (Marge & Mine) 40th anniversary year together led us to our first "guided tour" – LAX-LHR (UAL 777, nice) (positive space), London, Dover, Hovercraft, Calais, Flanders, Amsterdam, Hamburg, Copenhagen, Stockholm, Oslo, Sognefjord, Bergen, o'night ferry (500') to Newcastle England, York, London; Eurostar train thru chunnel to Paris (351 SM in 3 hours, max speed 186 MPH) return London; 2nd tour London, Stratford, Bristol, Barnstaple, Land's end, Plymouth, Winchester, Portsmouth, Brighton, Battle, Canterbury, London, LHR-LAX (UAL 777, positive space/flight following map, personal seat video, flat plate technology – superb.) All on Globus, fantastic service.

All for this year. Fraternally, Chuck

MEMORABILIA NEEDED

George Mathes writes: I met the last trip of Bruce Carey (ORDFO DC10) at ORD. In the group meeting his last trip was Brad Thomann, the new chief pilot at ORD.

In our brief meeting and conversation he mentioned that he wanted to reorganize (and hopefully improve) the UAL ORD pilot facilities. Since he is an airline history buff, he is hoping to add a UAL memorabilia area to the pilot operations area.

He is asking for RUPA help in adding items to the few he has to start the project. You can contact him directly at 773-601-4307, or I will be happy to coordinate if necessary, 815-338-9324 Thanks in advance.

George

Capt. Mathes has agreed to be the coordinator of any gifts or loans of memorabilia relating to UAL and or ORD that our members might be willing to provide. Please contact him to let him know what you have to avoid duplication. Ed

DEL NEWHOUSE – PO Box 78, Vaughn, WA 98394

Cleve: Only 3 months late with my first postage check. I seem to be fitting into this retirement thing quite well!! *Del*

PAUL NORDSTROM 2342 Frances Drive Loveland, CO 80537

Hi Jock: Just sent in my twenty dollars to take me into the next century. One month late. Sorry. We were in Europe for the past month and this just slipped my mind.

I'm still feeling good. Passed my second class physical easily so I can still fly around in the Cessna 180.

Maggie and I flew it to Orange County, San Diego and return over the 4th of July. Nice trip. Stopped in Laughlin, CA for fuel and almost melted. 112F. We could hardly wait to get out of there. Good trip though.

Keep up the good work. Paul

RICHARD E. O'DELL – PO Box 809, Clark, CO 80428

Cleve, Another year has zipped by in the space of only a month or so!! Just finished a fishing trip to Alaska with my wife, Nancy, and three other couples. Had a wonderful time and before we were finished with the trip, I was offered a job as a guide on the Kenai for the King Fishers Charters. I gave him the ol "what don't you understand about retirement" response.

The rest of my days are filled with keeping up two places, one in CO, and one in AZ, and trying to play up to my golf handicap and directing United thru my UAL mechanic son, Darin.

Add my deepest thanks for all the great work you guys do and I'll see you in LAS. **Dick & Nancy**

HARRY AND ELLEN ORLADY – 16188 Escobar Ave., Los Gatos, CA 95032; 408/356-6807, fax: 408/356-6292, email: or_horlady@aol.com

The period since my last birthday month has been a busy time. Ellen has kept busy with her activities with the San Jose Symphony Auxiliary, whose principal fund raising projects are a Showcase house in the Spring and a 4 or 5 House Tour in the Fall. She has just been elected to a two-year term as president of the Valley Heritage Chapter of Questers which will be a considerable additional job. I expect that we will have a fair number of TV dinners for the next two years. The Senior's Program at the Suburban Southwest YMCA keeps her fit.

In November, and conflicting with the RUPA Convention, the California State Questers will hold their An-

nual Meeting on Catalina Island. Coincidentally, Catalina Island was one of the places I flew to when I was promoted to Passenger Captain out of the then Lockheed Air Terminal at Burbank (United's LA operation). Ellen and I had just been married and Ellen, who had been a United Stewardess, became a Courier Nurse flying to Catalina in Mr. Wrigley's special Catalina project.

Last Fall, I was honored by election to the Wisconsin Aviation Hall of Fame. The induction ceremony was held at the EAA headquarters Museum in Oshkosh and opened by an old friend and compatriot, the Rev. Bill Barnhart, whom many of you remember from the old Chicago days when he was a Flight Manager there at O'Hare. It was a special evening for our family, especially so because three of our four children were there with their families. They were pleased to see a plaque with a flattering likeness of the old graybeard in the Hall of Fame gallery at the entrance to the EAA Museum.

A big event in early summer was the completion of a book, *Human Factors in Multi-Crew Flight Operations*. I may now finally have to clean out the garage. I was very proud that the book was co-authored with my youngest daughter, Captain Linda M. Or Lady, who is now a UAL A-320 Captain out of Dulles. Linda's husband, John Cirino, a US Airways captain, helped with his real-world experience and provided his technical expertise with all figures and illustrations. John Lauber, whom many of you remember from NASA-Ames, the NTSB (and now with Airbus) wrote the Foreword.

The book took four years to complete. It is a pretty big book, with 623 pages, 22 Chapters and an Epilogue, 17 Appendices, 63 Figures and Illustrations, and 13 Tables. The publisher, Ashgate Publishing Company, is pleased with the book, and so far, the reviews regarding it have been great. Ashgate is planning a major marketing campaign which should get started in about a month. An entirely unexpected bonus is that it will be translated into Japanese by a friend if the publishing details can be worked out. He already has a Japanese publisher ready to do it.

If perchance any of you are interested in the book, information regarding *Human Factors in Multi-Crew Flight Operations* can be found at Ashgate's web site: [http://reached on www.Ashgate.com](http://reached.on.www.Ashgate.com), by writing Ashgate's US office at Ashgate, Old Post Road, Brookfield, VT 05036-9704, or by calling them directly at 800/535-9544. It is published in both a hard cover edition and a paperback full-size soft cover edition. Ashgate did a very nice job in both. The paperback soft cover edition is really quite nice.

Finally, I was honored and really touched by being

asked to give, by invitation, the Memorial Lecture in honor of Captain Akira Ishibashi, who will retire from All Nippon Airways (ANA) on December 17, 1999. The lecture is tentatively entitled, "The Evolution of Aviation Human Factors". It will, of course, be based considerably on our book material. Akira is a special person, and this will be a considerable departure from most retirement ceremonies. I am certain that after this I will finally be ready for retirement.

I cannot close without expressing our heartfelt thanks for everyone connected with keeping the RUPA tradition and to maintaining the excellence of the RUPA Newsletter. Ellen and I both eagerly look forward to each issue of the Newsletter and to the RUPA events we can attend.

Best regards, Harry

Normal

Normal

RAY PERE -- Federal Way, WA. rayhonpere@msn.com

I received this list of travel notes from my daughter who has some friends working the rear cabins of Reynolds wrap tubes crammed with passengers.

The following are a few announcements made by the flight attendants and crews on various airlines, I found them humorous:

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you and remember, nobody loves your money more than southwest Airlines.

"There may be 50 ways to leave you lover, but there are only 4 ways out of this airplane,"

Your seat cushions can be used for flotation, and in the event of an emergency water landing, please take them with our compliments."

"As you leave the airplane, make sure you take all of you belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

"Last one off the plane must clean it."

Another flight attendants comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

After a very hard landing in Salt Lake City the flight attendant came on the intercom and said: "That was quite a bump and I know what y'all are thinking. I'm here to tell you that it wasn't the airline's fault, and it wasn't the pilots fault, it wasn't the flight attendant's fault. It was the asphalt!"

After a very rough landing during a thunderstorm, a flight attendant on Northwest announced: "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything

has shifted."

After a real crusher of a landing in Phoenix, the flight attendant came on with, "Ladies and gentlemen, please remain in your seats until Captain Krunch and the crew have brought the aircraft to a screeching halt against the gate. Once the smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

"Should the cabin lose pressure, oxygen masks will drop from the overhead area. Please place the bag over your mouth and nose before assisting children or adults acting like children."

Part of a flight attendants arrival announcement: "We'd like to thank you folks for flying with us today;. And the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."

Enclosed is my annual contribution. Year 75 came in May. Honey and I have been blessed with reasonably good health the last few years. I always wondered if I would live to see the Buck Rogers century; looks like I'll make it with time to spare. Hang in there. Ray

Normal

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ELIZABETH PETERSON – 1535 Castlerock #44, Wenatchee, WA 98801

Cleve, there's not any exciting news from this area, but I continue to be pleased with the RUPANEWS that comes forth in my mailbox every month. All associated with the publishing of this fine periodical, deserve a great deal of credit for a job well-done. Most sincerely, Elizabeth

SAM PLANCK – 515 68th St, Holmes Beach, FL 34217 ORD, CLE, ORD, DCA, ORD, MIA, 1966 to 1997

Dear Cleve, I've been retired two years now so thought I should pay the postage and let the rest of the world know I'm still around. I read all these letters from the other guys saying how busy they are, and maybe I am too, but really I think its just because I'm less efficient that I don't get anything done. But the up side of that is, I don't care either. Health is good, attitude a LOT better than when I was working. Golf scores have not improved and the sailing is still fantastic. Highlights since retirement include helping Dave Griffith move his Crelock 34 from West Palm to Houston, re-habbing an old house, finalizing the endowment and awarding the first scholarship (in memory of my Mom) at the Univ. of Ky. all in '97 and '98. This year has been spent re-habbing another old house. This one is a real money pit, but I hope to be living in it by early next

year. Look for the address change in a future letter. Oh, I finished motorcycle school in Spring of '99. I learned two things the first day I owned the bike... Don't ride on mud !!! ...and I can pick the bike up... from either side. Got me a helmet with a pony tail attached, some ugly stick on tattoos, and some leathers. Hot damn! I appreciate your good works and like reading about the other old f...ellows. Still not married but after 22 years of the single life I am living with a beautiful lady. She is a native of Hungary, is an excellent cook, hard worker, and good companion. Piroška escaped the commies when only 16 (several years ago) and has many interesting stories to keep me entertained. It only took one trip to Kentucky to make her a true blue Wildcat fan. Sam Szervusz Piroška!!

THOMAS E. PLEGER – 370 Fox Hunt Trail, Barrington, IL 60010

Dear Cleve, The 4th of July was my 75th and was happy to march in Barrington's parade on the 3rd and sail two races on the 4th in my sunfish. My Fox Point Sailing Club standing for 20 races so far are; 3 wins, 6 seconds, 9 thirds and 2 fourths. Our subdivisions Lake Louise is host again to many ducks, geese and a pair of stately swans and their four cygnets.

The Chicago area has had a lot of very hot and humid weather with warnings for senior citizens to stay indoors. As the most senior member of the sailing club, I should have shown better sense but I enjoy it to much! Frances and I send our best regards to all!

Tom

HOWARD W. REID, Roggen, CO

Hi, Been awhile since I spouted off so here goes.

Twenty eight years since retirement. Still live on the farm, my son operates it and has a good foreman to assist him. Farming today is a financially unrewarding enterprise.

Still fly my Centurion - put in over four thousand hours since 1974, am on the third engine. David Leis of Montrose blueprints the engine, costs a bit more than the factory reman. but much smoother. Still instructing. One of our neighbor young men wished to learn to fly, so I signed him off for his private, commercial, instrument, and instructor's ratings, all of which he obtained on the first ride. He now owns a Agtractor spray plane with a 1200 H.P. PT6 turbo engine. Seems to keep busy with it He instructs in the off season. In the year 1983, a fellow named Jack Robinson founded an organization called UFO, United Flying Octogenarians, consisting of pilots over eighty years young that have a current medical and BFR. At the present time there are 249 members in the USA. The late Brownie Gray commented that, when checked

out in a Cessna 172 to qualify for the UFO organization, that was the first time in over forty years that he had soloed an airplane! Retired UAL pilots that are members at present include Clifford Chaney, Vernon Foster, Howard Reid, John Schoonhoven, and Gilbert Sperry. In June 1996 the U.S. Airforce invited the UFOs for a three day visit to Wright Patterson field in Dayton, Ohio, as guests of the Airforce Flying Club. Refueled our plane and tied down alongside of some big iron! We toured the Airforce museum and participated in many activities. Really a fine experience! Family, kids and grandkids all well and doing OK. *H. W. Reid*

THOMAS M. ROGERS -- 48W436 Chandelle DR, Hampshire, IL 60140

Thanks Cleve! I really appreciate the new certificate, since I want to show it off to several of my neighbors who are nearing retirement with UAL, and complain to me all the time about the 400 flying. They all have a ton of projects to do at home, and can't seem to get anything done! I am finally getting a lot of things done around home that my wife has been wanting for years!

We don't travel at all... been several years since we have used any passes. Still have two kids in local colleges (my poor planning), so we plan to be around for at least another 4 years in this location!

Great to hear from U. Sorry we never had a chance to meet on the airline. I was a creature of habit, staying at ORD my entire 31 years, and only flew the 727, 737, 757, and 767. It took me 21 years of those 31 in order to make Captain! I took the first bid my seniority could hold. At least, the last ten years, I ALWAYS flew with a nice guy.....ME!! Ha.. Actually 99.999% of the people I worked with were the greatest, and I will miss them. (Only Will Rogers could say 100%) Take care, and thanks again... Tom UAL 767 ORD Retired 9-1-99

Normal



“Which one of you is the automatic one?”

JOHN REED – 303 Third St, Sausalito, CA 94965
Hello Jock, The organization and layout of the RUPA 'newsletter' have made this into a really professional looking magazine. Well done!

A couple of months ago I received a phone call with an invitation I couldn't refuse, to fly to the 20th International Moth Rally at Woburn Abbey in England. On Saturday, August 21st, under clear skies we took off from a grass strip in an immaculately restored Gipsy Moth. After an hour of flying over the beautiful English countryside, we were in the traffic pattern with a half dozen other vintage biplanes. The lush grass of the estate was already dotted with colorful de Havilland types as we landed. I have never seen so many of one aircraft type in one place, and each one more beautiful than the next. The event is by invitation to de Havilland's only, and there was every type of Moth imaginable plus some Chipmunks, a Beaver, and sev-



DH 82A Tiger Moth

eral of the older de Havilland twins. Dress of the 20's and 30's was encouraged, so you can imagine what a colorful scene it was. That evening we joined the group in the portrait gallery of the Abbey for a black tie dinner. On Sunday, we were invited to join a small group for a picnic among the parked planes which was of truly gourmet proportions. The day ended with a late afternoon flight back to the farm with a light following wind. As we folded back the wings of the Moth and pushed it into the hangar, a light rain began to fall. What a weekend! A fantasy come true... [As one whose first solo was in a de Havilland Tiger Moth I envy you. Ed.]

The Stearman continues to win awards, and the Waco cabin we've been working on for about three years is nearing completion. It looks just as it did when it rolled out of the factory in 1936 and will be a real eye

catcher. To round out my leisure time, I have somehow become involved in the restoration of a 455' WW II cargo ship for the Richmond Museum of History. She is the last of the Victory ships built at the Kaiser Permanente shipyards at Richmond, California. I find myself most often in the engine room, up to my elbows in grease, making old things look like new. Anyone in the Bay Area interested in helping to restore a beautiful old ship, please give me a call. It's a great bunch of guys, all dedicated and talented volunteers, and the work is very rewarding. Other than that, it's just dull old retirement...

Best to all, **John** (e-mail at 76250.1733@compuserve.com Phone: 415-332-3490)

Normal

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BILL SAMUELS

Dear Jock: This letter is written four days after my 84th birthday which is getting it in pretty close to on time.

This has been a rather quiet year for Shirley and me. We did go with our old UAL buddies, Jim and Evy McGregor, on a cruise through the Norwegian fjords, followed by a couple days in London. Other than a few days in a rented house at Pine Mountain Lake in July, we have stayed close to home.

I was pretty busy for a while working with the publisher of my book, *Reflections of an Airline Pilot*. It has sold moderately well and I did have a very successful book signing.

We had a great time visiting with old friends and making a few new ones at the annual RUPA picnic at the Palo Alto Elks Club. I believe we were served the best steaks we ever had. Kudos to whomever bought them. I really like the new bulletin format. Congratulations and thanks to all those who produce and mail it.

Bill Samuels

RON & GEORGIA SCHAFFER -- 29835 Butte Dr. Golden, Co. 80403

In June we drove our Lazy Daze RV to California to meet with Lazy Daze owners at a forest service park facility in the mountains above Palm Springs. On the way out and back we toured three Anasazi ruins. Mesa Verde offers great tours and has an excellent RV Park. Canyon De Chelly offers a tour in 6x6's of the canyon floor and the ruins and has a free RV Park. The Anasazi Indian ruins in Aztec, New Mexico are self-guided and quite a unique experience, and there is camping nearby at the Navajo State Park.

Our best regards to everyone. Ron

CLIFFORD M. SCHUTZ – APTDO. DeCorreos, 1202, Palma De Mallorca, Spain 07080

It was my pleasure in mid-April to show Jim and Betsy Tight some of Mallorca during a pause in their cruise. The evening on board at their invitation capped a memorable, fun day, with a truly exemplary couple. Travel this year included Galicia (NW Spain), the Cotswold's and California. Five years into retirement, good health continues - - this Med diet is a good one! International postage enclosed, and thanks to all who produce and send this excellent newsletter. *Cliff*

JACQUE SEXTON -- 6 Sequoia Way, Redwood City, CA 94061 SFO 51-89 jacqueLiz@webtv.net
Dear Jock, As with all the others, I too, join in applauding the new formats, philosophies, and all the efforts in putting out a superb and informative publication, one of the best that reaches this home (however miss a lot of the political controversy.) The Learjet case is about to wind down for Liz and me. As I understand they're now, after having eliminated Liz and me from the case, planning to admit liability, keeping their financial penalty at the very minimum. How many more people will be killed like Valuejet, Learjet etc all because of no FIRE DETECTION, let alone no suppression? It's been a horrible 5 years for us, but maybe Liz and I can resume some sort of a normal life soon. Check being forwarded to Cleve as I see that on 10/20 I expire. Thanx for all. **Jacque**

AUTUMN SIMKO – 1526 Alki Avenue SW, Seattle, WA 98116

Dear Mr. Spring: I feel somewhat like a sleepwalker waking from a dream. It's just a little over a year since Kolman (AI) died. I thought time would stand still, but it didn't. I've kept busy with friends and family, but the loss of interline travel has drastically curtailed visits with my daughter and grandchildren just when I needed them most. Although, I'm very grateful for the United travel privileges.

Enclosed is my check for continuing *RUPANEWS*. I do very much enjoy it. Thanks, Autumn
Perhaps the LEC officers who receive copies of this publication will put widows interline passes on the list for consideration in the upcoming contract negotiations. We can but hope. Ed



GERALD SIMONSON – 819 Signorelli Circle, St. Helena, CA 94574

Dear Cleve, Always enjoy the *RUPANEWS* and consider the enclosed check a bargain. Thanks to all who contribute so much time and effort into making it happen. We are in our new house in St. Helena and for the past year have been landscaping. It finally is almost finished. I was out of commission for some months after undergoing surgery on my right wrist and hand, the result of an old injury from a Marine helicopter crash. I was just a passenger, but some of the passengers were killed. I will have another surgery to remove the plate that was put in to stabilize it all. Though annoying, it is much better than it has been for years. On a flight yesterday from Honolulu, I was seated next to a deadheading flight attendant and she asked if I missed flying. I told her, not so much the flying, but the view. The approach into SFO was a sunset and I told her to look out to see what I meant. Great memories that we all have, and our good fortune to experience those sights. Thanks again. Gerry
Normal

DONALD J. SOBEY – 20 w.Oro Valley Dr, Oro Valley Az. V5737

Even as you read these classic words of wisdom we will once again be at sea. This year's cruise takes us from Hawaii to Tahiti. It's a lot slower than flying, but then again there is no jet lag and no "24 hour rule". Besides, if someone "dings" a prop I won't get the blame.

By and large its been a good year with only the normal aches and pains associated with the retirement years. The golf score is somewhat lower than our summer temperature here in Tucson so no complaints can be filed there. No one listens anyway.

Got First Class on a brand-new 747 400. Boy were we born too soon! Sure beats the old suck, squeeze, bang and blow engine types with the lunch service on a pillow.

Talked to a young pilot on his way out to Captain school. New captains in less than 4 years!!! Junior Captain is around #6000? See above paragraph. Thanks to all who put this sheet together. Regards from Tucson. Don

CLEVE G. SPRING – 1104 Burke Ln, Foster City, CA 94404

I'm writing this while sitting in "business class" on a B777 out of London. Jock Savage, Sam Cramb, Milt Jines and I are just returning from a tour of Scotland. Jock's *RUPANEWS* deadline is the 22nd and this is the 21st, so I have to get this letter done today as my birthday is the 26th. Even though Scotland is Jock's home-

land, he chickened out on driving and got us a great tour guide to take care of that chore. After we had sampled the products of some of the distilleries there, it proved to be an excellent idea. If any of you want the name of a good Scottish tour guide just let me know. Ask Milt about the Haggis.

After last year's cruise, several of us took off for Australia for the Air New Zealand golf tournament, which was great. Took in the RAPA convention, the Blue Angels last two shows of the year and the Navy museum at Pensacola in November. Starting in January, the "Gliding Geezers" traveled to Hawaii every other month to do our thing. All in all, it has been a very busy year.

The Las Vegas convention promises to be a huge success. At this time, it looks like we will have over 400 people attending. The Lake Mead cruise is almost maxed out at 250. We look forward to seeing many of you there. Cheers, **Cleve & Rose**

WILLIAM H. STEGER – 4125 Hemlock Dr, eagle River, WI 54521

Dear Cleve, Still in a high-activity, low-tech mode: no typing, no e-mail. Sorry.....

Annual check is enclosed. Greatly appreciate the efforts of yourself and the others who produce the RUPANEWS, always a great read.

Busy, fun summer now winding down with a month more here before returning to Florida. It is not easy living two great lifestyles, but someone has to do it. It was great to have Bob Kelly and Jim McCusker polish my plane last spring, serving graciously and without emolument. They do excellent work! Looking forward to finding other retiree lackeys I might con into doing that same work. Now working on Bruce Carey.....

After a attack of idiocy, I bought a plane last January and got into being a private pilot. Now Glen Lea and I do most traveling by air. Beats driving! Flying a '96 Piper Saratoga II HP, a great plane for family travels. Anyone out there who flies similar, and wants to compare notes, please get in touch.

Wishing good health and great retirement to everyone! Sincerely, *B III*

ROBERT A. STEMPLE – 7921 Red Rock Circle, Larkspur, CO 80118

Dear Cleve; I'm not even close to being on time with my checks and I am sure you have heard every excuse in the book, so I won't even try. Many of the guys write how the time seems to sprint along. Mine is going at least mach. .86 and I don't see it slowing down for a while. It isn't anything earthshaking, just doing stuff. I told my wife Gretchen to maybe start consider-

ing putting on my tombstone, "We sent Bob Stemple off, whipped by the game of Golf." I cannot believe that stupid little ball can cause so much grief.

Sometime in the sixties the pilot's wives in Denver formed a wives' club. The original group is still active and they put on a potluck dinner on August 11, at Gerry Baker's home in Larkspur, CO. We had about 30 couples involving Virg Vaughn and Bill Pierce, retired 30+ years, down to a couple of guys who are still working with a little over a year to go. The wives meet several times a year and might be a source of help in improving the widows' benefits.

My wife Gretchen and I spend our summers in Colorado and winter in Carlsbad, California. Use a lot of passes, went to China in '98, and the Paris Airshow in '99. Being an old helicopter pilot it was unbelievable watching helicopters doing loops and rolls, jets doing hammerhead stalls, and the Airbus A330 200 doing a short field takeoff and a wing over at a thousand feet, it was impressive. The most impressive aircraft was NASA's "Proteus". It is a high altitude 48,000 to 64,000 feet, long duration loiter time of up to 22 hours, and multi mission from telecom to reconnaissance. To follow are some photocopies of what is coming and they will be constructed with composites. Its slow flight capabilities, its short field take off and climb, and maneuverability was unbelievable.

It is a new world, but we will just have to live with what we have. We will read our RUPA newsletter, pay bills (more on time), visit our retired friends when we can, and chase a little stupid ball through the grass, water, sand, and trees for four-and-a-half hours just so we can have a beer. Life is good. *Bob*

Normal



EDWARD L. STICKELS – 1615 E. Miner St, Arlington Heights, IL 60004

Dear Cleve, The enclosed check is for postage and/or whatever you deem appropriate. Now, there is an invitation to really live it up and use the funds for a personal trip to Tahiti, Ohio, or wherever.

Actually, you are doing a fantastic and most appreciated job, and this is my feeble effort to say thank you. You do good work. Sincerely, Ed

JAMES D. STRICKLAND – 200 Providence Rd, Fayetteville, GA 30215

What a great year this first year of retirement has been! For the first time ever, I had as much summer vacation as I could want – all summer and most of it was spent at our cottage at Canandaigua, NY. By the time you receive this we will have closed the cottage for the Winter and returned to Georgia. Our work there with FCAP and Rollingbrook keeps us on the go for the other nine months of the year.

I appreciate all the work that you and so many others do in getting out each issue of *RUPANEWS*. It is a pleasure seeing names that people “on the line” have forgotten. Thanks!

The one disappointment going into retirement was the receipt of the Retired Employee Identification card. A piece of paper! And if it is lost a replacement will cost \$15. When I’m asked to show identification that I am a retired employee and I present a piece of paper. People think it is a joke. Is this the “token” for the years of service we gave United? God bless you all, Dick

JOE SVENDSEN --5181 Sumac Ridge Dr, Yorba Linda, CA 92886

Dear Cleve, Not bad this year only 2 weeks late. One of these years I'll make it on time. Had a very good year. Got grandson soloed in a Cessna 172. He is well on his way for his Private License. Granddaughter is in third year of Nursing School Loma Linda U. Same school my daughter graduated from. Took a few trips. Went to London in April. Marian and I went to St. Louis in June to see her granddaughter and we drove down to Branson for a couple of days. Planning to go to Orlando on Oct. 7 for three days at Disney Complex then the Disney Cruise for four days. Sounds like fun. Am looking forward to the RUPA Convention in November. Still playing golf and am thankful to be on top of the grass. That’s it for now. Hope to see many in LAS In November. *Joe*



J. VINCE SWINNEY – 30 Winged Foot E, Abilene, TX 79606

Dear RUPA, Thanks once again for a splendid year of publications and information about others. Most I don't know, but I still like to hear about their adventures.

Every October, I play golf in a benefit sponsored by my friend, Byron Nelson, at the T.P.C. course in Los Colinas, near Dallas. I have a perfect record of never winning.

I am still teaching Employee Labor Relations and Management and Organizational Behavior two days a week at a great university, Texas. Great fun and great students!

Please forgive me for writing in longhand. Will do better next year.

Check enclosed. God bless you all! **Vince**

ESOP DISBURSEMENT TAX

A few months ago we printed the following letter from Jim Nugent: "Jock, On my 2nd ESOP 3 distribution after retirement, May 12 1999 there was no Federal tax withheld. It should have been 28% according to WHQ payroll, and in my case amounted to some \$ 8,000. I do not know if I was an isolated case, but if others are in the same boat they may have a shock at tax time next year. The company should have sold shares to pay my tax at \$79 per share. I have been dealing with a payroll supervisor named Carmen Deboa. She can be reached at (847)700-6217. If the company does not make a sale to cover this withholding and you did not make an estimated payment on June 15th you could be subject to a penalty."

Well we put our WHQ liaison team on the case and received the following from George Mathes: "I finally got in touch with Carmen. Seems like a nice lady. Here's the scoop.

UAL uses the last W-4 on file to determine how much to take for Uncle Sam. In Jim's case he had a ton of exemptions, which caused the problem.

This is a matter of some import that will affect a lot of pilots in the near future and should probably deserve a prominent note in *RUPANEWS*.

If there is any question, the pilot should check his last pay stub to see how many exemptions he was using when he retired.

The big question is how to effect a change in the W-4. Guess what (and no surprise)? We (Carmen and I) are still working on that one. Payroll needs to be involved because they process the W-4, but they are not set up to take a bunch of requests for W-4s, so Carmen is researching that issue and will get back to me.

In any case it would be very wise for a pilot receiving ESOP 3 distributions to be sure to check with his tax

advisor early on. The IRS frowns on (and penalizes) those who don't do adequate withholding. I'll get back to you when I get an answer to the forms question.

George

Thanks for the grunt work on this matter, George. I posted your findings on the ALPA "Boyle's Forum" to try to get the word to the pre-retirees. Ed.

ELMER N. THOMPSON -- 12175 Applewood Knolls Dr, Lakewood, CO 80215

Dear Cleve, It looks like I will get the postage fee check written in my birth month, but it will be a bit late in arriving at your address. At least that is a step in the right direction. My thanks to all who make the news letter possible. Tiny

KEN TOBIASON, 1100 Sandcastle Dr., Corona Del Mar, Ca 92625 tobiasonk@aol.com

I am still plumbing on the DC 10; such a hard job. Some guys are hanging in until contract/ESOP time in April, but items like that below may change some minds. It is very hard to see material benefit from ownership accruing to the employees, as cost projections are rising faster than revenue projections. ESOP was supposed to change the culture but few have changed, including me. Read on:

"CHICAGO, Aug 18 (Reuters) ING Barings said Wednesday analyst Ray Neidl initiated coverage of UAL Corp. with a hold rating. Neidl said in a report he estimated UAL will earn \$9.75 a share in 1999 and \$9.54 in 2000. (He) said the stock's multiple is lower than most of UAL's comparable competitors, mainly because of the employee majority ownership structured in its 1994 employee stock ownership plan (ESOP) "and the uncertainty regarding a possible ESOP II next year.

"Chicago, Aug. 16 (Bloomberg)

UAL Corp.'s United Airlines, the largest US carrier, said it expects its costs this year to rise faster than revenue as its service growth falls below the industry rate. Unit revenue is expected to grow less than 1 percent while unit cost is expected to grow 1.5 percent to 2 percent, the company said in a US Securities and Exchange Commission quarterly filing. The unit statistics are per available seat mile, a measure of capacity computed by multiplying the number of seats by the number of miles flown during a specified period. Available seat miles will rise only 2 percent this year, the Chicago based airline said. The industry rate is expected to be about 5 percent. The company reiterated its expectation of earning \$9 to \$11 a distributed share for the year and \$3.60 to \$4 a share for the third quarter. A "modest" third quarter unit revenue increase will stem

from strong US results and "gradual improvements" on the airline's Pacific routes, the company said."

Our Wall Street son wonders why anyone would buy an airline stock let alone an airline itself unless having too much money is a problem that needs fast solution. I have been OMCing a lot lately and the OMCs get on, even late in the loading sequence when SAs have been told there will be none of their kind accommodated. Subsequently I (and even off-line OMCs) get a choice of empty first and coach seats. I write this as my wife, Annie, is at SFO trying unsuccessfully to get to any Southland airport. The situation of a company employee, retiree or eligible dependent left at the gate and a UAL or offline OMC riding in First or Coach (no fee) is not acceptable. How do you guys feel about this? I must tell you that this is not an isolated situation as I have been traipsing up to SFO and back weekly for several months and have seen this situation very often. UAL intends to put in second jump seats in 737s and 757s but I will not torture you with the logic that was put forth. The CJAs riding out of Jackson Hole in First with DBs and SAs at the gate due to overweight considerations is another heavy issue for another time. Hmmm, I wonder if this sort of thing reflects on the less than cheerful reports above? Just asking. Check follows as soon as I get it vulcanized. *Ken*

The fact that management will soon be facing contract negotiations with the pilots and mechanics may have something to do with the gloomy earnings forecast - such a coincidence has not been unheard of. As for the denied boardings for SAs when seats are available, I read of lots of grumbling about that by active pilots, in fact the MEC has complained about the situation - some of the more gutsy captains refuse to leave the gate when they realize that SAs could be accommodated. With all the talk about backing increased "captain's authority" by the new chief pilot there may be some improvement. Let's wait and see. Ed.

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Normal

Heading 1

Heading 2

DONALD L. UTZ – 36500 Ryceville Rd, Mechanicsville, MD 20659

Cleve, Check enclosed for the next two years mailing. Sure enjoy the newsletter and keeping up with everyone's many hobbies and adventures along with life's many ups and downs. Two years into retirement and so far, except for one little slip of the doctors scalpel, everything has been great.

Still live on the farm in Southern MD with four horses to keep us busy with fox hunting in winter, October thru March. The Summer is busy with golf and clean-

ing stalls. Handicap is down to 7.5, but struggling to maintain. My lovely bride, of 39 years, took up golf also and struggling. What a sadistic sport, but we love it. [*The Scots invented the game, but the rest of the world hasn't caught on to the joke yet!* Ed] Hope to do some traveling in a year of two.

Thanks to all for the hard work it takes to produce and mail the newsletter!

Best regards, Don & Kathy

MALCOLM A. WALKER – 7385 Shelburne Dr, Granite Bay, CA 95746

Hi Cleve, That time again! Finally repaired the spar cap corrosion on the Mooney (2 years for about 6 inches worth) and sold it.

Just not flying enough. Staying busy with golf and family. Son Scott (F-16's) is now Lt. Col. in Mountain Home AFB. Here's a bit extra for the kitty. Mal

PAGE WATSON 1631 Prospect Estates Dr., Estes Park, Co. 80517

Birthday and fortieth wedding anniversary this month, wife hasn't killed me yet. Haven't seen a Ray Lahr mystery in a long time. Is He on vacation? *Ray has become a nutritionist and has an entry in this issue.* Ed

DONALD WEBER – 33203 6th Ave. SW, Federal Way, WA 98023 Lawair@aol.com

Dear Cleve; Another year with no early morning calls, no changes to the Flight Ops Manual, no PC's and I don't care if it snows a bunch on the East Coast. I have been teaching at Flight Safety Boeing for the past year, still on the 747 400. Its a great job, no pressure on me, just the students. Actually, I even had a summer vacation and Christmas week off.

Enclosing dues and mailing costs for another year.

Really enjoy the newsletter but find it sad to read about all my friends who have "flown West."

Spent the summer cruising the San Juan Islands, unfortunately the weather was not as nice as in past years.

Cool and rainy but fun anyway. Vicki is still flying Internationally out of LAX. Went to HKG with her once last year. Enjoyed the flight, but glad I didn't have to spend time awake in the cockpit. Would rather eat, sleep and watch the movies.

Thanks again for all the hard work that's put into our monthly newsletter. Its really appreciated

Don

PETE WERNER – PO Box 189, Forest Ranch, CA 95942

Dear Cleve, In April each year we host the Chico Super Senior Tennis Tournament, consisting of age groups every five years from age 50 through age 85 in

singles and doubles, men's and women's. We get a large turnout partly because of lots of free food and drink. (Yes, lots of pilots participate.) One of the stars turns out to be our own Perry Thomas, SFOFO, who in '98 lost in the finals to, maybe the best 80-year-old in the world. In '99 Perry won the championship and is currently ranked #1 in northern California in men's 80. He still looks the same as he did in 1976 when he retired from UAL. He may be a step quicker now, however. Incidentally, the winner of the men's 85 singles was 96-year-old Ken Beer, retired PAN-AM pilot and world #1 in men's 90.

Is there a story behind all this? I don't know unless free beer makes pilots turn out and do their best. **Pete**

JAMES W. WHITTINGTON – 842 Brown Dr, El Dorado Hills, CA 95762

Dear Cleve, Annual greetings! Here we are back in the Golden State. Still trying to settle down. My wife decided she couldn't be a Southern Bell, rather a Valley Girl. I hated to leave my old buddies, my boat, and all that good seafood. But, alas, we must adapt. We were given some incentive to move by hurricane Georges. Biloxi was in the eye and we spent an exciting night with roaring winds, vibrating windows, and water blowing in around doors and windows. We lost part of our pier and a few shingles, otherwise, the house was fine.

From Biloxi, we moved to Tahoe, where we stayed eight months and I shoveled snow for five. Finally, we bought a place in El Dorado Hills, just seven miles from where we started five years ago. I'm still scratching my head about it all! Keep up the good work. *Jim*



Age of Flight

It's not often a more-than-60-year-old passenger plane is still flying, let alone still certified to accept passengers.

But earlier this week, one of the first airplanes used by United Airlines stopped briefly at Meigs Field on its way to the annual Experimental Aircraft Association show in Oshkosh, Wis.

The 10 passenger Boeing 247D, the Concorde of its day, entered service for United in 1933 on a coast-to-coast route between New York and San Francisco. Price of the 21-hour flight to Chicago from the West Coast was steep: \$207 then, or \$2,419.88 in today's dollars.

"It was the fastest and most modern aircraft of its time," said Brian Baum, public information officer for the Museum of Flight in Seattle, which has spent thousands of dollars restoring the plane after it was discovered in a California airport where it had been left to rot by its owner.

Retired United Captain Jack Leffler bought the plane for \$10,000 and flew it to Seattle. Craftsmen began restoring the plane, which had suffered badly from a career of cloud seeding and crop dusting after being decommissioned as an airliner in 1940.

United's decision to corner the market on the plane by ordering 60 of the aircraft ended Boeing's days as a major Passenger aircraft builder for nearly 30 years, Baum said. Douglas Aircraft Co. owned the market with its series; of D.C 1, 2, 3, etc. planes, Not until 1970, when Boeing introduced the 707, did the Seattle, company successfully reenter the passenger market, he said.

Chicago Tribune 7/30/99

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Flying the Boeing 247D for TV

By John M. Miller

In 1937 I was flying for United Airlines in the first modern airliner, the Boeing 247D. It was the first all metal airliner with smooth skin, low wing, retractable landing gear, constant speed propellers, (non-feathering), supercharged geared engines with automatic mixture control, and above all, full de-icing.

None of those features had been on the older previous Ford Tri-Motors, which were very primitive by comparison, with their corrugated skin, fixed landing gear and fixed pitch propellers. The 247D carried two pilots, one flight attendant and ten passengers, plus baggage and mail. It had a fuel capacity of only 273 gallons which really did not provide enough reserve fuel for the two P&W 550 HP geared engines on some of the stage lengths flown on the Newark Oakland trans-continental route.

I left UAL in 1937 to do a lot of rotary wing test flying and then went with EAL where I was a Captain for 25 years and was also a test pilot of Navy WWII amphibians, retiring 32 years ago.

Sixty one years passed by since I had flown the Boeing 247D when I received a request to fly one again for a British TV program company making a series on classic airliners. I know of only four of the 247Ds still in existence. Three are in museums but only one is still flying. One of them is hanging in the National Air & Space Museum at Washington DC, along with an EAL DC 3 which I flew when Captain on EAL. They are in my log books by their numbers. The one flying 247D has been restored and is owned by the Boeing Air Museum at Seattle WA. The plane is based at Paine Field, Everett WA, where the Boeing 747s are manufactured. Very appropriate!

The TV company had scraped the bottom of the barrel and found that I apparently am the only pilot still living and flying who flew the 247D on UAL Main Line, NY CA. [*I'm sure that we must have RUPA members who also flew the 247 on the line. Ed.*] Boeing has two pilots who are qualified and current to fly it. The TV company paid my airline fare to Everett to fly the airplane for their program and I, of course, gladly accepted. They sent a crew of six or eight people and a tremendous amount of equipment via airline from England. I was astonished. The program was shot at Paine Field all day on July 23, 1998. My face became red from sunburn.

I flew as copilot, for I do not have a type rating on the 247D, which was not required until long after I left UAL. I found it to be just as much a thrill as back then, 62 years before, I was astonished at the sluggishness of the aileron control. When I was flying it before, that seemed perfectly normal, but now it is very noticeable to a pilot who has for years been flying many much more modern airplanes. Someday you may see me on TV, flying that historic old airliner. It is now in my log book again, by its tail number.

REParTEE, the journal of the Retired Eastern Pilots Association, Summer 1999

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Trib Photo Chris Walker

MEDICAL ERRORS

By Andrea Gerlin Knight Ridder News Service

PHILADELPHIA -- The Medical College of Pennsylvania Hospital is a typical teaching hospital. It is known for pursuing cutting-edge research programs, for training medical students and newly graduated doctors, and for providing advanced medical care.

It is also representative of modern American hospitals in another respect: In the past decade alone, records show, hundreds of MCP Hospital patients have been seriously injured, and at least 66 have died after medical mistakes.

The Philadelphia hospital's internal records cite 598 incidents (and these are only the reported ones) reported by medical professionals to the hospital administration in the past decade. In some of those cases, patients or survivors were never told that the injuries were caused by medical errors. None of the doctors involved in the incidents was subjected to disciplinary action.

For patients of all ages, serious injury and death caused by medical errors are well-known facts of life in the medical community. But they are rarely reported to the public.

MCP Hospital's records came to light only because of bankruptcy proceedings last year, when its new owner publicly filed a detailed account of the 598 incidents reported at the facility from January 1989 through June 1998.

Those numbers mirror what is happening across the country. Lucian Leape, a Harvard University professor who conducted the most comprehensive study of medical errors in the United States, has estimated that 1 million patients nationwide are injured by errors during hospital treatment each year and that 120,000 die as a result.

That number of deaths is the equivalent of what would occur if a jumbo jet crashed every day; it is nearly three times the 43,000 people killed each year in U.S. automobile accidents. "It's by far the No. 1 problem in health care", said Leape, an adjunct professor of health policy at the Harvard School of Public Health.

In their study, Leape and his colleagues examined patient records at hospitals throughout the state of New York. Their 1991 report found that one of every 200 patients admitted to a hospital died as a result of a hospital error.

Researchers such as Leape say that not only are medical errors not reported to the public, but those reported to hospital authorities represent roughly 5 to 10 percent of the number of actual medical mistakes at a typical hospital.

"The bottom line is we have a system that is terribly out of control," said Robert Brook, a professor of medicine at the University of California-Los Angeles.

"It's really a joke to worry about the occasional plane that goes down when we have thousands of people who are killed in hospitals every year."

In bankruptcy proceedings last year, Tenet Healthcare Corp. -- which bought eight Philadelphia-area hospitals, including MCP, from the bankrupt Allegheny health system -- publicly filed an account of medical errors reported at MCP from 1989 through the first half of 1998. Such documents, which are maintained by hospitals for legal and insurance reasons, are routinely kept confidential.

The *Philadelphia Inquirer* sent written requests seeking similar information from 34 other large hospitals in Philadelphia. Of 25 that responded, all declined to provide similar insurance reports, citing patient confidentiality. Tenet declined to provide comparable data for MCP since it acquired the hospital. Contained in the MCP records is a history of one hospital's experience, providing an unprecedented glimpse into the extent and nature of hospital mistakes.

The cases run the gamut from benign to fatal, and involve patients whose health status ranged from young and vital to old and infirm. They include: Four patients who died after they received too much medication, the wrong medication, or no medication.

Surgical "misadventures" during which patients' organs were punctured or blood vessels were pierced.

An epilepsy patient who died and another who was left paralyzed on one side after brain hemorrhages during surgery by inexperienced and inadequately supervised residents. Two middle-age patients who died after cardiac emergencies -- men who according to hospital records did not receive proper or timely treatment from emergency-room residents. One man sat in the emergency room with dangerously elevated blood pressure for more than seven hours before dying of a heart attack.

An 18-year-old man who received the wrong type of blood in a transfusion after an automobile accident, and died after an apparent hemolytic reaction to the blood.

Eight surgical patients who required second operations to retrieve sponges, cotton or metal instruments left inside their bodies. Inadequate intensive-care monitoring, which delayed response to a woman who had stopped breathing. She suffered permanent brain damage.

The Allegheny Health, Education and Research Foundation, which owned MCP until November, declined to comment, as did Tenet, the hospital's current owner. A Tenet executive said the company is aggressive and systematic in monitoring the quality of care at its 130 hospitals. As of June 30, 1998, the date of the MCP report, the hospital's insurers had paid roughly \$30 million -- excluding legal costs -- in settlements or

jury awards in 76 of the 266 cases that resulted in lawsuits. The figures include five cases settled for more than \$1 million each.

Medical-error experts from across the country to whom the *Inquirer* provided the report characterized the type and frequency of medical errors at MCP as typical of modern hospitals. .

In addition, Philadelphia's medical-malpractice lawyers, who devote their days to finding hospital mistakes, do not consider MCP Hospital out of the ordinary. "

Range of experience

The MCP doctors who treated patients included in the report had a wide range of expertise. Some were first-year doctors-in-training, or residents, working under the supervision of attending doctors. Others were veteran faculty who had graduated at the top of their medical-school classes and are regarded by their colleagues as among the most competent in their specialties.

None of the 40 doctors involved in some of the most serious mistakes at MCP was ever subjected to disciplinary action by the state Bureau of Professional and Occupational Affairs, according to an agency official. Because most medical mistakes do not go beyond hospital walls, experts say, an estimated 2 to 10 percent of all cases involving medical error result in lawsuits.

The *Inquirer* also identified instances in which hospital staff did not tell patients or their relatives about errors in medical care -- errors that staff viewed as serious enough to warrant informing hospital administrators.

San Jose Mercury News Sunday, September 12, 1999

OBITUARIES

ROBERT J. GOLDSTEIN

Dear Cleve, Saturday August 28, 1999, Robert J. Goldstein, one of the New York domiciles finest, made his final flight west. Bob was a truly selfless person, serving two consecutive terms as Council 52 Chairman. Later, he became a very effective flight manager. Whatever the task, Bob rose to the challenge with zeal and uncommon insight.

In '85, Bob stood tall and manned the picket line with his fellow pilots. This quiet, unassuming, proud former marine will be sorely missed by all who knew him. Fraternaly, Al Mitchell

GENE PATRICK

I regret to advise the membership of the passing of retired Capt. Gene Patrick. Gene, Shaunney, his wife of 46 years, his son Craig, and Craig's wife were all fatally injured in a plane crash on the afternoon of August 28. The Cessna 182 he was flying crashed in the mountains in Montana near where he was in the process of building a log cabin.

Gene was a fine individual who devoted his life after retirement working for the Lord. He and Shaunney had recently completed a 3-year stint in Africa as missionaries. As anyone who attended their funeral yesterday can attest, it was a moving experience. It was the first time I had ever seen an alter call at a funeral, and it was certainly appropriate. His son, Steve, gave a message on the meaning of Salvation and the only way to achieve it.

Al McNutt

JOHN SCHUSTER

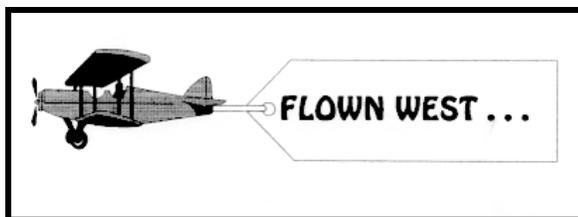
I have just learned that Captain John Schuster has flown West (Aug 28) due to the complications of prostate cancer. John came to UAL on Pac Day. He was a Navy pilot. Most of all he was a man with a light heart and a lust for life. Any trip at Pan Am with John was an adventure with a party at every layover. He is the second good friend I have lost to that cancer.

Hank Heifje

WOODY KEITH

Woodrow W. (Woody) Keith, age 82, ret. Capt. with United Airlines, of Glen Ellyn, formerly of Minnesota, very devoted to his family, an avid viewer of the weather channel, beloved husband of Vicky; loving father of Tom (Kathy), Mary (Mark) Govertsen, Susan Keith McEwen and the late Kevin; cherished grandfather of Matthew, David, and Stephen; dear brother of Ardis Gillett, George, Wayne, Beverly Chapia, the late Wendell, Shirley Campbell, Harry Keith Jr. and Audrey Kimpe; fond son of the late Harry E. and Anna Keith.

Interment St. Michael Cemetery, Wheaton. If desired memorial contributions in Woody's name to 1-1 District Kiwanis Spastic Paralysis Research Foundation. 10220 S. Cicero, Oak Lawn, Il. 60453, or to the Woody and Vicky Keith Music Scholarship Fund. c/o Glenbard South High School 23W200 Butterfield Rd. Glen Ellyn, Il. 60137. Info, 630-469-0023



RALPH E. "ZEKE" DARBY	IAD	13 AUG 1999
ROBERT J. GOLDSTEIN	JFK	28 AUG 1999
GENE PATRICK		28 AUG 1999
JOHN SCHUSTER	ex-PanAm	28 AUG 1999
WOODROW W. "WOODY" KEITH	ORD	31 AUG 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

- 2nd Mon. SW FL Outlaws – Summer Break.
2nd Tue. FL Sunbirds – Summer Break.
2nd Tue. LAS – Oct. 21, Showboat.
2nd Thu. SE FL Gold Coast – 14 Oct. Flaming Pit, Pompano Beach.
2nd Fri. PHX Roadrunners – 8 Oct. Nancy's Country Cupboard, Sun City.
3rd Tue DEN Good Ole Boys – Oct. 19, Country Buffet (Coed.).
3rd Thu. LAX – 21 Oct. Hacienda, El Segundo (Even month).
3rd Thu. Ohio Northcoasters – 21 Oct. TJ's Wooster (Always coed.).
3rd Thu. SEA Gooneybirds – 21 Oct. Airport Marriott.
3rd Thu. TPA Sundowners – 21 Oct. Countryside CC.

Other Events

- Oct. 9 SEAFO – Retirement Party for Jess Marker – Museum of Flight.
Oct. 20 Washington Area Coed Lunch – Belle Haven CC.
Oct. 28-30 RAPA Convention – San Diego.
Oct. 29 ORD ALPA Co 12 retirement Party – O'Hare Westin Hotel.
Nov. 9 Chicago Area Lunch – Itasca CC.
Nov. 7-11 RUPA Convention, Hurrah's Hotel, Las Vegas.
Nov. 20 SE FL Members, Wives, and Widows Lunch, Deerfield CC.
Feb. 5 Boy's Night Out – Clarion Hotel San Mateo, CA

November Deadline – 20 October

Folder's & Stuffer's – 3 November



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PERIODICALS

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