



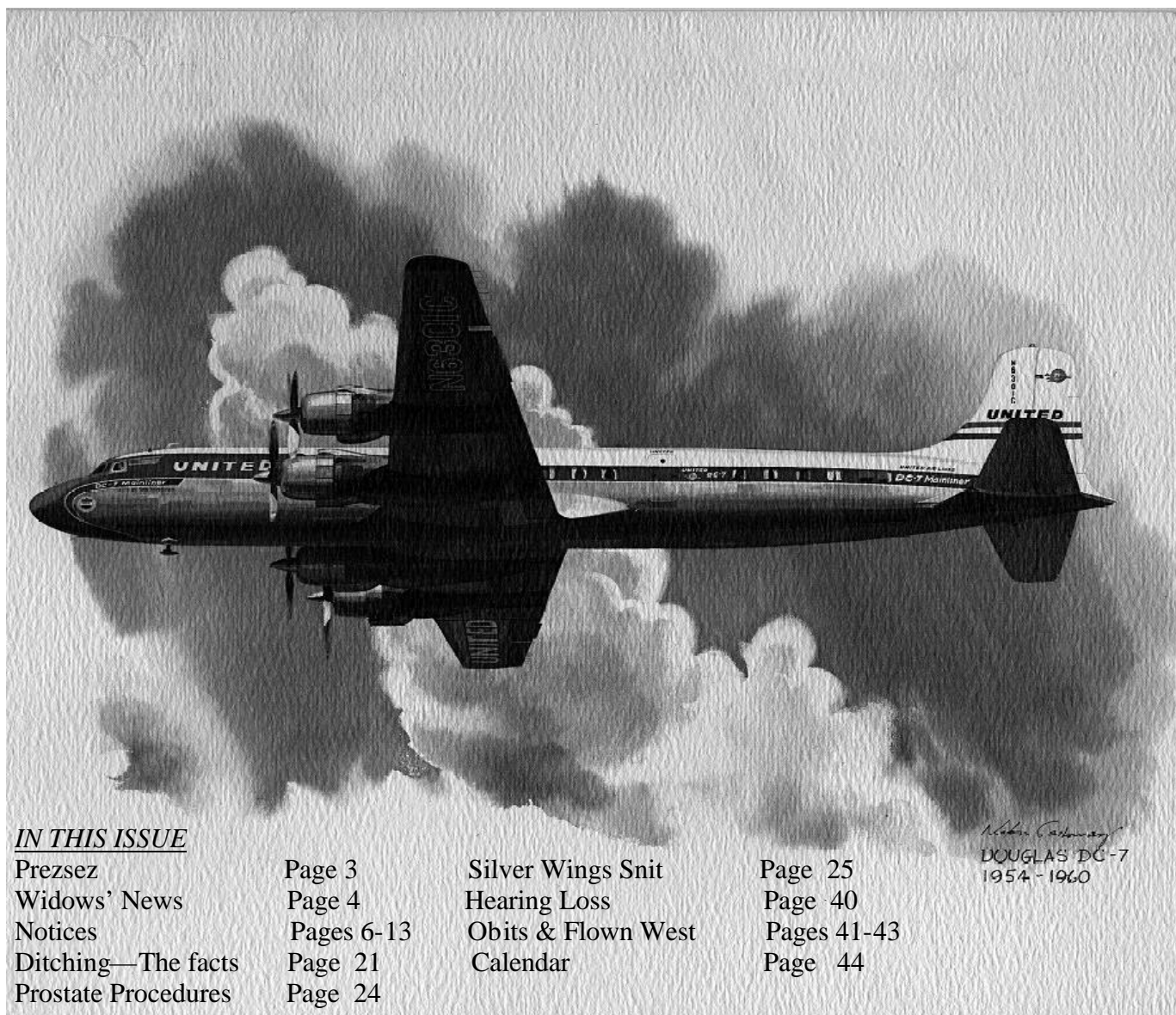
RUPANEWS

Journal of the Retired United Pilots Association

Volume 2, Number 9

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September, 2000



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Nolan Cartmeyer
DOUGLAS DC-7
1954-1960

RUPANEWS

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PREZSEZ

Ladies and Gentlemen Ruparians, I (not s'posta start with I - am I?) am quite sure your summer has been spectacular! 'Course all year round is summer for us!

First of all, it's time to smite the percussion instrument again for good 'ole RUPA! Jock is publishing a great article that was in the "United Shield" of October '65. EGAD!-35 eons ago! I even flew with and/or met some of these great lads! To paraphrase the article slightly, the core feeling of this letter still prevails, although, I would disagree that the "ancien" days were more fun. I did indeed enjoy flying the big bird, and all the camaraderie that went with it. The flying I do now in my "Stearperson" can be just as much sport! My point is, lets participate more, and try to sign up some of the *eligible* retirees that we probably see from time to time-I have! You'll have a swell time, I assure you.

The "Sunshine" hearing by the NTSB about TWA 800 was completed last week with disappointing, if not surprising results. I don't want to harp on it too much, 'cuz I've done it before, but *please* tune in the website-twa800.com, and make up your own minds.

One last thing- There has been a report of an "illegal" out-of-seniority boarding priority, with alleged proof. There may be more on this later. So, be vigilant out there!-Over!

Hosta LaPizza for Now,

Your Most Humble "El Supremo"

Bill

Editor's Notes

As President Bill Smith noted, this month marks 35 years since RUPA's first convention. The occasion may have passed unnoticed but for Editor Emeritus Scotty Devine who kindly sent me a copy of the United Shield containing the article about the event. There have certainly been some changes in the intervening years. Our membership has grown from around 90 then to 3,215 members at latest count—including, be it noted, our first female pilot retiree, Capt. Ruth Zimmerman, who joined us this August. Ed.

It's Always Fair Weather When

GOOD FELLOWS GET TOGETHER

The fates which smiled on them in aviation's early, early days were still smiling when United's retired pilots (and their wives) held their first convention in San Francisco last month. [September, 1965.]

The weather was the Golden Gate's finest - crisp, clear, exhilarating. And the pioneer fliers responded in kind.

They proved, among other things, that you can take the man out of the plane but you can't take the plane out of the man. The "remember when" stories almost tumbled over themselves at times.

Seeing them and talking with them, you wondered a little about the federal regulation requiring commercial airline pilots to leave the cockpit at 60. In the face of their vitality and alertness, you somehow felt they could go on flying forever.

And watching Walt Addems, 66, loop the sky in his replica of a World War I Nieuport 11 biplane, you knew they could.

Addems, who flew for United craft (length, 19 feet; wing span, paces faultlessly like a con- the rest of the group. This was many of them remembered with "Then, you really `flew' a



from 1927 to 1959, put his tiny 24 feet) through its acrobatic trolled feather - to the delight of "seat of the pants" flying which nostalgia. plane," one of them said.

"Today, the pilot is more of an `engineer.' It's progress, I know, but it's not nearly as much fun."

Addems' demonstration was the piece de resistance of RUPA's (Retired United Pilots Association) two-day meeting. Informality was the keynote throughout.

The group came into being about three years ago, the brainchild of some of those living in the Bay Area.

Its only avowed purpose: to preserve old friendships and develop new ones with men who flew for United at the same time but on different routes.

Membership is open to any retired UAL pilot, of which there now are approximately 90. About 35 of them were on hand in San Francisco. They came not only from the Bay Area but down from Seattle, west from Chicago, Detroit and even Florida.

Among them were some of the real old-timers - fellows like Harry Huking, Russ Cunningham, Bert Ball, Harry Bitterman, Leo Allen and Rube Wagner. There also were "newcomers" like Bud Gurney, Dick Fregulia, "Chip" Baird and Ray Allemang, all of whom retired this year.

Outgoing officers Bill Kennedy, Bill Williams and Harry Huking gleefully turned their duties over to Leo Kriloff, A. W. "Pinky" Stainback and George Howson, who commented just as gleefully that "at last the co-pilots are taking over."

"All of us put in `probationary' time as co-pilots," they explained. "These fellows were captains from the start."

RUPA's potential membership will almost double in 1966 as some 70 more pilots retire. The group hopes that means attendance at next year's convention also will double.

United Shield October, 1965

WIDOWS COORDINATOR

Jackie Pancoast Abel, Huntington Beach, CA 92649-3024

First of all, I must correct an inaccuracy in my last *RUPANEWS* article - the RUPA website is www.rupa.org. Please alert me to anything pertinent for the Widows Page.

I have written to the new RUAEA (Retired United Airlines Employees Ass'n) president regarding having a counterpart to me in their organization. Very timely, since there is strength in numbers --- apparently in the May issue of the RUAEA newsletter a widow wrote regarding companion tickets --- we call them companion passes --- (I missed seeing this letter). She wrote again in the August RUAEA newsletter saying she had considerable response regarding companion tickets for surviving spouses of deceased retirees and she hoped that the RUAEA officers would do some energetic lobbying for companion tickets for those who now travel alone. As of this date, I have not had a response from my letter to the President.

Pleased that Marty Morehead is continuing the luncheons in her FL area. Come on widows who have volunteered, let's get luncheons started in your area.

If you get in touch with me, I can give you the names and numbers of widows in your area. Have at least one luncheon with just the widows, then expand by inviting the wives of the RUPA retirees. Good networking is done over lunch.

In the July issue of the RUAEA newsletter, it is stated that the previous automated listing number - 1-888-NRSAFLT - is no longer in service. The number to use is 1-800-UAL-LIST (1-800-825-5478) and as I stated in the previous *RUPANEWS*, United Benefits assured me that this number is available to widows.

Good to hear that several RUPA widows are going on the RUPA cruise in November. See you there. Don't forget if you have a couple extra dollars, the UA Pilots Retirement Foundation is a worthy place for them. Pilots and their widows who need some financial assistance benefit from this Foundation. Person to send the money to is always listed in the *RUPANEWS*.

'Til next time. Jackie



DICK EDWARDS 3528 S. River Terr. Edgewater MD 21037-3245

The picture of the Capital Viscount on the cover of the July *RUPANEWS* has stirred up such memories of my flying days that I am forced to write to tell of my early career which culminated as a Viscount pilot.

Now, at age 91, I am probably the longest living pilot on your list, for I retired from Capital just prior to the United Capital merger in 1961 and my retirement was transferred to United at that time. Thus I have been a United retiree going on 40 years, though I have never flown a United trip.

Having been rejected for the Naval Cadet training because I was only 5'51/2" rather than 516" tall, I enrolled at Roosevelt Aviation School in Mineola, L.I., taking the complete agenda for Transport license as well as A&E mechanic's license. I learned in a Kinner Fleet plane. After I soloed in only four hours, the school superintendent who was a retired WWI Navy pilot asked if I would consider joining the Navy program. I told him of my experience, and wondered about his being a pilot, though he was shorter than me. He, a retired Captain, assured me there were no size limitations in that war. After much coaxing, I finally accepted a Navy Ensign's rank and joined the Floyd Bennett squadron, but never flew a Navy plane. In 1938 the Link Trainer Co., in Binghamton, N.Y. opened a school, to train instructors for teaching in their new trainers and I was the first civilian to attend their first class, the rest were military people, six others besides myself. After three months of learning, I returned as a qualified instructor to the operator of a new Link trainer at Roosevelt field. In 1939 I was asked by Ed Link to run their exhibit for six months at the World's Fair. For an assistant I picked Jack Purchla, a fellow graduate of Roosevelt School. He learned quickly, and for six months we ran demonstrations every hour for eight hours a day. By the end of the Fair Jack and I had accumulated more instrument time than any other pilot in the country. We were immediately hired by American Airlines to instruct in their new Link trainer School set up for incoming copilots at LaGuardia field. They had a total of seven instructors, Link having continued training people for that work, and four trainers. We worked through 1939, but became dissatisfied with newly-hired pilots going on the line and getting seniority benefits while we had none. To make a long story short, we all sought airline jobs elsewhere, and on the 1st of December, 1939, all seven of us left American's employment, going to United, Pan American, Eastern, TWA, Penn-Central etc.

I started on Dec 26 with Penn-Central. It took two hours going through all the manuals, and the next day I was in the co-pilot's seat of a DC-3 without a company uniform, but finally flying anyway. I was based at Hoover Airport, the present site of the Pentagon, until National opened during the following summer. My seniority number was 89 and through the next year seniority went up to 98. With war approaching, the Company let the last 9 on seniority go, for the government planned to take some of their planes. Almost immediately I received orders to report to Pensacola for training, in November of 1940. Though I had a year's experience as a co-pilot I had to go through the elementary stages of flying, take offs, night landings and take offs, etc. in order to earn Navy wings. In February I received orders to NATS VR-1, Norfolk. No one knew what NATS was, and I was released, but without being awarded Navy wings as I had not completed the course. I was the tenth pilot in the newly-formed transport service, (it took months before I and two others were authorized to wear wings, though we did anyway).

The first runs were along the coast, covering NY, Philadelphia, Norfolk, Charleston, and Miami. Gradually we extended as more planes were added DC-3s (RD-4s in Navy parlance). Then VR-7 was formed for flights from Miami to Brazil via Guantanamo., Puerto Rico, Trinidad, Guyana, Belem, Natal, Rio, the purpose, to get quartz and mica for radio and other electronics. I went to VR-7 for about six months, then back to Norfolk to prepare to go to Patuxent which was then being built. Our northern runs extended to Boston and Argentina, Nfld. This latter was a day's round trip, each landing in Argentina being greeted by the station's band.

Finally, with the arrival of the R5D (DC-4) we started service to newly-captured North Africa, via Stephenville Nfld., The Azores, Port Lyautey. Each leg was approximately 8 to 10 hours, so the crews rested a. day till the next plane arrived, but the planes kept going. As the Allies became more successful we advanced with them. Finally, our last stop was Paris. Scotland, England, and Italy were also added to the list.

With the war's end, the TWA pilot who had been flying the plane for Secretary Forrestal elected to return to TWA and the position was offered to me, but I, too, had opened negotiations with Penn Central (Now Capital) and shortly returned to it. Pilots from many airlines made up the Naval Air Transport service and I especially remember on United, Gus Sommermeyer, Slim Larned, Dave Shroyer, and many more whose names I don't recall at the moment.

After the war Capital received the first DC-4s from the military, then new ones from Douglas. Since the check-out was according to seniority, I recall the old timers shouting about poor weather conditions etc. and thought, "what they had missed by not seeing what the planes could really do." Then Capital received the first Viscounts, and they were great. I flew there for about eight or nine years till I retired. It was great sport, while the other airlines still had piston engines, to taxi out and be ready for immediate "take off". .And so, the picture on the cover of the *RUPANEWS* makes me feel young again.

Best regards.
Dick Edwards

**PLEASE SEND ALL
POSTAGE CHECKS, MADE OUT TO RUPA , and ADDRESS CHANGES
to
CLEVE SPRING**

**CHECKS: 1104 Burke Lane, Foster City, CA 94404
ADDRESS CHANGES: 1104 Burke Ln, Foster City, CA 94404
Or Answering/FAX Machine..."1-800-787-2429
Or E-mail me at 105300.427@compuserve.com**

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

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

**INFORMATION about Membership & Postage Fees:
One Time Membership Fee.....\$50
Annual Postage Fee.....\$20**

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

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

CHI AREA LUNCH

Bernie Sterner 839 S. Euclid, Villa Park ,IL.60181

Our August 1 luncheon was held at. the Itasca C. C. and had 66 people in attendance.

Attending:

Don s. Joan Anderson
Louise Bernier
George Bracke
Alex Ciciora
Verne Cummins
Price Downey
Bill & Bert Depner
Phil Fisher
Ray Gilland
Jerry Drommerhausen
Milt & Ina Jensen
Carol Moore

Lercy & Eva Bair
Dale Bird
Orv & Betty Braun
Gene Conrad
Bud Dietrich
Grif Eisel
Tom Fasing
George Foxe
Bruce Green
Ken Hobbs
Wayne Jolin
Ed Meksto

Muriel & Ken Bergsma
Ted & Dolores Bochnairz
Ben Burford
Ernie & Lorraine Burmeister
Phyllis & Phil Capuzelo
Norman & Sandie Clemetsen
Barry & Carol Davidson
Ralph & Anita Fretwell
Ed Gunderson
Brooke Jensen
Karol Marsh
John & Jan Hare

Cruise Information

Arrangements have been made with the Sheraton Hotel & Marina for rooms the night before our cruise (November 2nd). The rate is \$125 per night, single or double. There is a hotel tax imposed by the city of 10.5 % . The hotel is also offering us "Superior View" rooms at \$145 per night. The same arrangements should be available for those wishing to get to San Diego a day or so earlier or those who wish to stay in San Diego the night that we return from the cruise. These are lovely rooms with a nice view of either the harbor or the ocean. The hotel has transportation to and from the airport which is about five minutes away.

The reservation number to call is 1-877-734-27267 (yes that's the correct number). Mention that you are a "retired United pilot" in order to get our contracted room rate. There will be transportation from the hotel to the ship, but details have not been finalized at this time. The rates being offered to us by the hotel have a cut-off date about the middle of October and these rates are not guaranteed past that time, so it really would be a good idea to get the reservations in before too long.

Some sort of get together at the hotel the night before the cruise will probably be planned if enough cruisers indicate an interest. More about this later.

There is transportation available from several Southern California cities to the cruise ship on the day of departure on Amtrak, San Diego Coach and possibly other carriers. For more info check with Holland America or Milbury Travel.

Jerry Poulin of Milbury travel will be contacting those going on the cruise for final payment prior to Aug. 18th. He plans to answer any questions that you might have at that time. You can also call him or Todd at (800) 966-6007

Denver Good Ole Boys

Dick Wagner, Golden, Colorado 15 August 2000

Twenty-one "Good Ole Boys" were in attendance today, including several pilots we haven't seen for a while. Welcome aboard!!

The bad news was the passing of long-time member, Flight Dispatcher Clayton F. Tidball of Longmont, CO. 11 August 2000. Anyone wishing to donate to "Longmont Meals on Wheels" in his memory can do so at: Longmont Senior Center, 910 Longs Peak Avenue, Longmont, CO 80501.

Come and join us the 3rd Tuesday of every month, 1130 hrs, Country Buffet, 7200 West Alameda (Villa Italia); 19 September, 17 October.

Ted Wilkinson,
H.W. Reid,
Keith Patton,
Bill Treichel,
Bill Pearce,
Ricky Davidson,
Bill Fife,

Tom Gordon,
Ray Bowman,
Jack Davis,
Dick Lesnick,
Ed Riehl,
Pat Murphy,
Frank Bennett,

Dick Wagner,
Dick Kobayashi,
Jim Popejoy,
Bill Meston,
Jerry Kennedy,
Dwight Terrell,
Rol Hamelin

S. E. Florida Group

Just a note to remind everyone that the *Goldcoast* gang will begin to meet again monthly, starting October 12th, and every second Thursday throughout the winter. As in the past, we meet at 11:30 AM at the Flaming Pit Restaurant in Pompano Beach. It is located at 1150 Federal Highway in Pompano, across from the golf course. We will begin sending out postcard reminders in early October. If you would like to be on the list, call me, Jerry Bradley, at 561 994-6103.

There will be a few of us from South Florida represented on the cruise in November, and we are looking forward to it. I'm starting my diet the first of September.

For information about our meetings, please call Jimmy Carter at 561 272-1860, or Stan Blaschke, at 954 581-0145. Hope to see everyone in the fall. *Jerry Bradley for Jimmy and Stan*

DENVER COUNCIL 33 ANNUAL PARTY

We are pleased to announce that this year's Council 33 Annual Party will be held at the DoubleTree Hotel Denver on Saturday, September 23rd, 2000. It will be a special evening for honoring our pilots who have retired between August 1, 1999 and July 31, 2000 for their years of service to United Airlines and the Air Line Pilots Association. We will also be recognizing other pilots who have passed significant milestones in their career...namely those in Denver who have received their Initial Captain Award, as well as those who are new to the Denver United family. If you attended last year's party, then you know what a great success it was! We know that you will want to give this event your enthusiastic support.

PARTY INFORMATION:

Date: Saturday, September 23, 2000

Time: 5:30 PM Social Hour

6:30 PM Dinner

Program: Honoree Recognition

Dancing to Steven Paul

Guest Speaker: MEC Chairman, Capt. Rick Dubinsky

Location: The DoubleTree Hotel Denver, 3203 Quebec Street, Denver, CO 80207 (303) 321-3333

Entrees: Combination plate – Sliced Sirloin of Beef with Bordelaise Sauce and Chicken Breast with Lemon Caper Sauce Cost: \$50.00 per person.

The DoubleTree Hotel has offered a special price to ALPA for sleeping rooms of \$62.00 per night. Reservations will be required by September 2nd if you are interested in those accommodations.

Please mark this date on your calendars and return your RSVPs by September 15th. 2000

RSVP: Gayle Bebee: 303-780-5070

RUPA members wives and widows S.E.Florida Luncheon

RUPA luncheon Sat., October 21, 2000, at Deerfield Country Club, 50 Fairway Drive, Deerfield Beach, FL.

Take I-95 to Hillsboro Blvd. (Exit 37), east to the first stoplight, north on Fairway Drive, next door to the Hilton Hotel. 954-427-4400.

Social hour, 11:30 a.m., lunch 12:30 p.m., dress casual.. \$16.00 incl. tax/tip, plus beverages, \$5.00, if desired. RSVP to Marty Morehead, 561-338-0570, Voice mail 561-338-05700, FAX 561-361-7872, E-mail Martymorehead@cs.com.

SEA Gooney Birds

Ray Dapp 3112 SW 300th Place, Federal Way, WA 98023-2328 (253) 838-3112

18 Aug. For one of the better days in our short Washington summer, we had a surprisingly nice turnout of 35. From the "long-time-no-see" category, it was a pleasure to once again greet Curt Miles and Ed Williams.

Our long distance attendees: Ivory Bummett from Sequim on the north end of the Olympic peninsula, but surpassed by Joe Dunn from Yamhill, Oregon.

A few announcements: George Campbell still hanging on and in pretty good spirits, though the future is not too promising. Recent reports of UAL pilot's negotiations, and other pertinent airline news from around the world.

Several good jokes and stories.

Other attendees today were:

Ray Hull

Vince Evans

Denney Narog

Bob Berkey

Bill Brett

Ed Duclos

Ralph Vrtacnik

George Laube

Jeff Roberts

Chuck Westpfahl

Dick Anderson

Ralph Stevens

Guppy Gathering

Guppy Gathering, September 30, 2000, Depot Park, Sonoma, Ca, 95476, Noon 'til Five PM.

Last year approximately 85 pilots, flight attendants and spouses made this first-ever fleet reunion an outstanding success. We are hoping that you Guppy pilots of the Early Years will make the effort this year to attend, and inform and bring those who did not make last year's picnic. The same format exists this year-bring yourselves, your lunch, your beverage, your cameras and your memories to share with us at the Depot Park, 270 1st Street West, Sonoma.

Last year two of the three "legends" of the early guppy years attended, and we hope those two and the third will be able to attend this year. The third legend is having back surgery the 26th of June. And if you Guppy pilots of the 80's want, please join us and you can continue the celebration.

Leon Scarbrough Vickyjune@aol.com 707 938 4575 fax 707 938 4565

Bob Chaber RChaber@compuserve.com

Larry Whyman DLWhyman@aol.com

Gooneys Cont.

Jim Bleasdel

Dave Carver

Bob Berg

Chuck Podhasky

Russ Stephens

Clyde Strauss

Harv Beery

Vince Wormser

John Cordell

Gerry Pryde

Garry Dunn

Fred Sindlinger

Don Paffrat

John Bley

Bud Granley

Bill Lamberton

LAX LUNCH AT BILLINGSLEYS - JULY 20, 2000

With all of the summer activities there was a small group of about twelve attending the luncheon this month, including a guest, Walt Albright's fiancée, who came with him to the luncheon. It was a day for visiting and some nostalgia when Lee Cameron talked about the days of the DC-3. Those that had attended Charles & Margaret Barnard's B.B.Q. at Ojai, California had only good things to report. The feeling was that after so many years of the B.B.Q being held at the Barnard Ranch, that this would not be the last one. Only time will tell if it will be held again next year.

THE (OHIO) NORTH COASTERS

August 17 Meeting

How much fun can a person have in 24 hours? First I got to visit Cleveland Airport! I picked up reduced fare tickets to go from London to Aberdeen Scotland later this month, and since retirees are no longer eligible for "90% ers" on BA, I upgraded to "75% ers" and noticed that this, in combination with inflation, had increased the price six fold since my last year of work.

On my return to Wooster I got to see the inside of an ambulance after our car was "rear-ended" by a Toyota Kamikaze and finally on the 24th hour I got to "chair" the August meeting of the "Cleveland Cra-zies", as the "Grand Master" (Dick Orr) was out west at a hundredth birthday celebration (not his — his aunt's) and the "Not So Grand Master" (Don Karaiskos) was attending an annual family "guy thing" deep in the woods of Pennsylvania, where they all sit around and scratch and have beer with their morning cornflakes and do other macho stuff like that.

The lunch and gabfest was loud and merry although not as large as usual.

Present were Ken Wheeler, Barbara and Ed Griffith, Bill Dalzell, Jim Tight, Rick and Ronnie Ogden, Al and Dannie Cavallaro and myself.

The hangar doors were opened for a while and the current state of affairs and the slowness and foot dragging of the negotiations at United were discussed at length. Comments on the low load factors and loss of business that the present Company seems willing to accept were made and there was much use of that four letter word ending in "k". (I mean W-O-R-K Jock) and there was general agreement that we were quite pleased to be retired and watching this battle from the bleachers.

Remember if you are near Wooster Ohio on the third Thursday of any month, you and your significant other will be assured of a warm welcome at "T.J.s" on the main street, however if you crossed the picket line in '85 come on the second Thursday when we won't be there! Fraternally *Bill Christie*.

PHX Roadrunner's Update

Change of plans for our Oct. RUPA Luncheon. Nancy's closed so we found another place close to Sun City. Dillon's Restaurant 8706 W. Thunderbird Rd. Peoria. Date-Friday Oct. 13th, 2000 Call for Reservation's. Frenchy & Millie (480-948-1612)

Seattle Gooney Birds

The July meeting was well attended, but no news worth repeating. The following were there:

Chuck Westphal,	Tom Smith,	Jack Brown,	Garry Dunn,
Jim Bleasdel,	Herb Marks,	Howard Holder,	Ray Hanson,
Chuck Podhasky,	Don Cunningham,	Jeff Roberts,	Harv Beery,
Ralph Stevens,	R.S. Berg,	Walt Fallon,	Vince Wormser,
Doug Christenson,	Bill Raimer,	Dan Jessup,	Bill Stoneman,
Bob Reid,	Don Anderson,	Lee Biermann,	Ray Dapp,
Ken Case,	Dick Wiesner,	Ray Hull,	Vince Evans,
Bob Schuck	Bill Brett.		

SUNDOWNERS

Jim Feneley, 321,.6 Hyde Park Drive, Clearwater, Fla. 33761-1813, 727-5971

A small group of regulars met for lunch on Thursday, July 20th. Most of the conversation was reminiscing on the characters and good times when working for United and Capital, and also some speculation on the proposed merger of United and USAir. We solved the seniority problem of both groups of Pilots. I related the messages I received from Fred Siems and King Purton, and hope they can join us in the not too distant future.

Attending were: Paul Fidler, Ray Schlage, , Jim Feneley Stan Crosier Jim Irwin, and Me.

JF,RS,JI.



:

TENTATIVE AGREEMENT REACHED WITH UAL!

SPECIAL NEGOTIATIONS UPDATE AUGUST 26, 2000

This is Captain Steve Smith, Chairman of the UAL-MEC Negotiating Committee, with a special negotiations update for United pilots. Ladies and gentlemen, today at 4:30 .pm. (CDT) your Negotiating Committee reached a tentative agreement with United Airlines management.

We have concluded an Industry Leading Agreement and Contract 2000 resolves all outstanding issues between United Airlines management and United Airlines' pilots as represented by the Air Line Pilots Association International.

After 48 hours of marathon bargaining the last remaining issues, compensation and job security were resolved.

We are very pleased with this tentative agreement and believe United pilots will embrace the results enthusiastically.

Details of the Agreement will not be made public until the United Master Executive Council has reviewed the many provisions at a meeting scheduled for Wednesday, September 4th.

It is indeed fitting that these difficult negotiations were successfully concluded just prior to next week's Labor Day weekend. Thank you for your support. We are United.

Captain Steve Smith, Chairman, UAL-MEC Negotiating Committee

There were transmission difficulties with this report in last month's issue, resulting in omissions; so here it is, repeated in full. Ed

Washington Area RUPA, Eddie O'Donnell Luncheon July 19, 2000

Today the rain held off until we all had an opportunity to get off the Beltway and ahead of the afternoon traffic. We had particular pleasure in the presence of Charlie Ake, Carl Miller, Rusty Via and first timer Bob Sagers. We offer our thanks to Bob's guest, Phil Gum, who stepped up to the registration table and performed the work of two. He allowed Jack Evans and myself to participate in the squirrel cage of pre-lunch social activities. We really appreciated his help but are somewhat chagrined that he alone accomplished what usually requires the both of us.

During a lunch of cold tater soup that had no lumps, and prime rib with baked potato, we searched for solutions to political, social, cultural, financial and world problems. Some attention was given to the UAL/USAIR proposal. After dessert, Ed Miller took the podium to lead us in a moment of silence in recognition of those who have Flown West. We received reports from the group regarding Bob Commerce, Earle Fisher and Chuck Wafel. He then brought us news of pending tax matters affecting us, the latest equipment deliveries to UAL, the status of Land And Hold Short Operations, companion passes and contract negotiations. Andy Yates spoke of the plans for the CAPAIR Picnic at Ft. Hunt Park on September 17th and the advantages of the change of venue. Most notable of which is no Don's Jons!

Bob Morf reported on the 3250 mile, 48 day bicycle ride by Capt. Bob Schaet from Seattle to Washington, D.C. for the benefit of the American Lung Association.

There was then a discussion of Jerry Goebel's idea for making companion passes available for the Widows of our Friends Flown West. The idea of individuals volunteering a portion of their companion allotment for the use of widows, with safeguards for payment of pass charges, was well received by the group.

It then was time for the door prize drawing. Once again the Master of Vintage (he knows all about aging to perfection) roamed the tasting rooms of Loudoun County and chose the very latest in the Fine Wine of Nineteen Ninety Nine. It helps that the vintner is Jack's neighbor.

After having almost lost his hat at an earlier drawing, Fearless Leader brought a vessel for the door prize tickets that no one would attempt to appropriate. In fact the only one who would even consent to putting his hand into the vessel to make the drawing was Carl Miller.

The beneficiaries of Carl's bravery were Hal Cockerill and Bernie Schwartzman. And then, to the astonishment of all, Bill Nolan wanted to open bidding on said vessel of saloon heritage. It appears that I may have to stop by the hospital for a vessel that will be safe from depredation!

Today there were 36 in attendance

Charlie Ake	Bob Buck,	Hal Cockerill,	Tom Coffey,
Dub Crawford,	Ed Crowther,	Bill Eblen,	George Elliott
Jack Evans,	Brad Fleming,	Jerry Goebel,	Phil Gum [Sagers' Guest],
Bob Jocz,	Fred Keister	Roger Lemieux,	John Linderman,
Joe Lubozynski,	Don Mainwaring,	Hank McBride,	Ed Miller,
Carl Miller,	Ray Moffitt,	Norm Moore,	Bob Morf,
Bill Nolan,	Bud Ruddy,	Bob Sagers,	Bernie Schwartzman,
Chuck Smith,	Jack Sodergren,	Joe Soltis,	Fred Streb,
John Teague,	Rusty Via,	E.K. Williams ,	Andy Yates.

Gentleman, we need your help in keeping the mailing list up to date. Please send to me any changes to your address, postal or email. Also remember, that if you do not keep Jerry Goebel informed of the illness and death in the group, he will not be able to give the information to the phone tree in a timely manner.

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at the Belle Haven Country Club south of Alexandria and we invite any of RUPA to join us. Next is October 18 and will be Coed but stags are always welcomed and encouraged. Social time begins at 1115 with lunch served at noon. Check

the RUPA Social Calendar for the dates.

Contact Bud Ruddy 703-858-1552, Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@compuserve.com) to ensure a place at the table and a bean in the pot.

E.K. Williams, Jr.

Social Security Changes

President Clinton recently signed into law a bill passed by Congress that allows people between the ages of 65 and 70 to work and receive all of their Social Security benefits.

Until now, benefits were reduced by \$1 for every \$3 a person earned over a certain annual limit (\$17,000 in 2000). From now on, a person can receive Social Security benefits without a reduction, no matter how much one earns.

The law is effective as of January 1, 2000. Benefits will automatically be sent to those affected. Nothing else has to be done unless:

The address on the notification letter is wrong; or the person has changed banks since he/she applied for Social Security or it's changed since his/her last direct deposit. Please call 11213 if you are affected and your address has changed or you have switched banks.

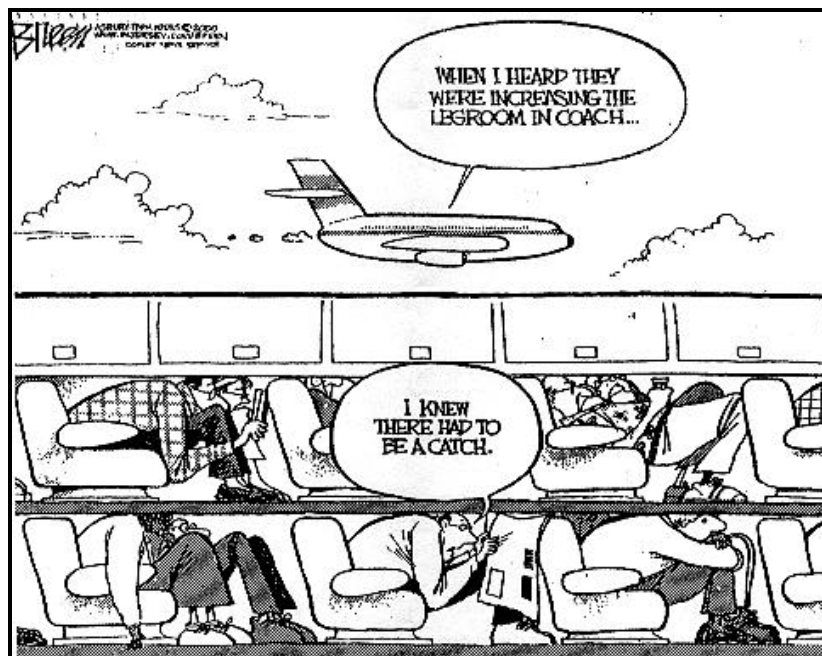
If you are due any benefits for January through April 2000, you will automatically receive them no later than May 31. You will begin receiving your monthly benefits in June when you receive payment for your May benefits. (Social Security benefits are paid in the month after they are due.)

Delay in Benefits May be Selected

If you're entitled to Social Security retirement benefits, you may choose not to receive your benefits at this time. Later, when you begin receiving benefits, you will receive special credit for each full month in which you are eligible for, but do not receive, benefits before you reach age 70. This credit will increase the amount of the retirement benefit you will receive each year. The special credit also could increase the benefit amount your spouse would receive if you die.

The amount of credit you could earn varies according to your year of birth. benefits. If you choose not to receive benefits for a partial year, partial credit will be given. For example, you were born in 1934 and retire at age 70, your benefit would be about 27.5 percent higher.

Questions: Call toll 11213, or call your local Social Security office. Most questions can be answered by phone. You can also write or visit any Social Security office.



CRUISE LATEST

I have been in touch with Gene Capuano and we have discussed any arrangements for cocktails and dinner at the hotel. We mutually agreed that it would work best not to have a catered dinner or arranged Happy Hour. He has apprised the staff that we will be there, and they can handle the number of people (Perhaps 100). They are to get back to me with a cost of the transport to the pier. I will stay on that and shoot for a smooth start to the cruise.

Individual requests for bus transport in Los Angeles county should be handled through Jerry. I haven't talked to him for a little while as he is on vacation. School starts Tuesday, so he will be available to clarify that and anything else that is pertinent.

A follow-up. Gene Capuano has already sent us over to someone else concerning transport to the pier. They haven't got back to me yet, but it shouldn't be a problem, as we are only ten minutes away. The hotel is on Holland's route, but pickup usually doesn't cover Cruise-only people. We are looking to see if we can get on the bus for \$10. Holland has a new Rep, so Jerry has not talked to the new one as yet. He called up each member to confirm final booking, and relayed bus pickup to each, so we are up to date on that. We have 90 cabins at least. I'll stay with the transport arrangement and get right back to you when that is confirmed.

Joe Ferrie

H, JOE ANDERSON—1931 Edith Dr, Escondido, CA 92026

Dear Rose and Cleve, I thought it more appropriate to write than to phone, plus it allows me to keep my typing skills finely tuned. Hope all is well with everyone, and like most of the communicators I am a cover-to-cover RUPA newsletter reader. It was nice, in a way, being in Chicago all those years. It was usually "two outs in the last of the ninth" with your pitcher coming to bat most of the time, but one of the things that was O.K. was that we knew just about everyone. The Boston people, the New York and Washington and Detroit people and the Minneapolis and Denver people, who came in on turn-a rounds and had some time to kill, (or get moved up by the likes of us) Most of the West coast crews just Laid over, but many of them were known to us as guys who started in Chicago. So when your letters come in, there are many recognizable names. So the check is in the mail as they say.

And the "campus Hijinks" part of the job is what I like to remember. I related the "Mini Meal" story earlier, but its worth repeating I think.

As the concierge of Mini Meals in SFO, I was invited to view our vast supply of those wonderful bricks by my then boss, Harry Brouse. He said that I should come with him to see something "interesting" We went to the repository (like a Wine Cellar) to view our stash. The Rats or Field Mice had gotten to our supply. They ate all the

boxes and left the meals!!! Who would have think it, gustatorially discerning rodents. Wow. my best to all, Joe the Crewman- **H. Joe Anderson** Mdwoo Mdwwd Ordsk Exosk Sfofo Sfosw and Escondido OK

ALLAN & SHELLEY ANDERSON

5028 Deerwood Dr. Santa Rosa Ca. 95403

Hi Jock,

One more year! A special year for us. Shelley is getting control of her back problems. No more surgeries at least for now.

I took the Luscombe back to Oshkosh. I had received a letter from EAA sort of giving me an idea that I would be a Co-Chairman. I had no idea where however. I thought it might be helping in the type tent, but no, they had no idea who I was. I walked over to the Airline booth and Ray Bertles (Retired TWA Captain), welcomed me with open arms! It seems that I had helped a little in 1999 and Don Toeppen had taken my name to help this year. *Thank you*, Don, I had a ball! I really am sorry that you, Hank and John could not be there to share the camaraderie with us. It was very special. It was especially rewarding for me to see Steve Forte. Through his office as senior vice President of Operations for UAL, he had arranged for a pair of positive space business class tickets round trip from San Francisco to Paris to be awarded during the Wings Over Wine Country Airshow.

The Airshow was sponsored by the Pacific Coast Air Museum. There were several retired and active UAL pilots involved. Chuck Thomas A 767 F/O was Ops. Officer. My brother-in-law, Jim Abell, a Shuttle Capt. , was ramp boss. They had help from several other active Pilots. Barney Hagan, a retired 400 Capt. is on the board of PCAM. His work along with retired Capt. Don Bayley helped make my job in the show much easier. I did a bit of everything. Whatever that is. OH! One of our STARS was retired Capt. Bill Cornick. He is a very special person and one great aerobatic pilot. Thank you Bill!

Hey Guys, this retirement thing can be a lot of fun!
Allan

JERRY BLALOCK

Hi Jock,

The check's in the mail ... trust me! Ha! Since when does anything have to be on time when you're retired?

Thanks for the info on our "friend" Barry Marlin being re-admitted to the California Bar. How can any law organization condone that guy? Bodes poorly for lawyers. He pledged my fraternity at Cal while I was the pledgemaster. He was a fast talker and a manipulator even then - and was later asked to leave.

Staying very busy flying my C-182, motorcycling, family, friends, a little consulting in the Bay Area. Don't travel much except for around the Sierras - got enuf of that in the AF and at UAL, but did just get back from a bike trip up the Alaska Highway with an old cadet buddy, retired NWA Captain. Magnificent country, neat people, huge bears, lousy roads!

Anybody out there from USAF Aviation Cadet class 55-India I hope to see you in Colorado Springs September 14th thru 17th for our second reunion. Drop me an email at BearCap@aol.com. Best wishes to all ...

Jerry Blalock



HERB BREIVIK - hbreivik@juno.com

Dear Jock: Mary and I skied 30 days this year. We both get a seniors' break on tickets, but this year both being septuagenarians, in Colorado, it was free. An airline pilots bottom line! Just returned from a trip up the Norwegian coast on the *Hurtigruten* with fellow retirees Dick and Aud Mitchell and Roger and Sylvia Baird. Good company, and a trip I would recommend to anyone. I speak limited Norwegian. I know 23 words-yah & yah yah are three of them, so you see you really don't have to be fluent to get along. *Herb.*

CHUCK COREY ChuckC3927@aol.com

Dear Jock: Check has been sent to Cleve. Just a short note to say I enjoy the *RUPANEWS* and appreciate all that you people do to keep us up to date and in the loop.

Thought when I replaced my apple with cow that my typing might improve, but no such luck.

We continue to be busier than a one armed paper hanger. Lots of travel and community work keeps Emily and I hopping.

Best regards, *Chuck Corey*

BARRY DAVIDSON - '66-'99 - Lincolnshire, IL - hipster3@juno.com

Hi Jock, First annual letter since that last flight a year ago. We started out with a celebration trip we had dreamed of for a long time. QE2 crossing to Southampton, the Orient Express to London for a few days and then the Concorde back to JFK - definitely First Class all the way and it was a memorable experience. Since then we have had a variety of trips with car, motor home and United including the RUPA Convention and a week in the Rockies, Grand Canyon and Las Vegas with our kids after our youngest graduated from Colorado State U.

It seems my wife, Carol, has been infected with that remodeling and redecorating bug, and I find myself with a sanding block and paint brush much of the time. Hopefully, the bug will be cured at some point in the future.

It's hard to believe the time with United went by so fast but this new phase seems to have a pretty good pace too. Thanks for all your effort -enjoy the Journal - check to Cleve.

Barry

W.R. DUNKLE 670 Camino Concordia Camarillo CA 93010

Hi Jock: Checking in on my birth month.

Marty and I have had a happy year, maybe a few rocks in the road but nothing to drive us up the wall. Had some good trips, went to a few good parties, read some good books and dragged our two little grand kids around town. Generally did the stuff you do when there's nothing to do.

A special event this year was the annual BBQ at Charles Barnard's ranch. Charles did a great job getting it together and I was lucky to have Milo Bacon, Jack Healy, Karl Runkle and John Wisda as tablemates. The occasion was another victory for nametags. Runkle told me he was starting to use them around the house.

One of our trips this year was to Crater Lake. It was opening day of the Lodge with beautiful weather and deep snow everywhere. Seeing the lake reminded me of a trip I'd flown with Capt. Todd Foster in the summer of 1941. Todd decided he'd fly down below the rim of the crater, skim past Wizard Island and pull out. A little something to entertain the passengers. As it turned out, not all passengers were that entertained. The result was two months on the ground for Tod, and I was sentenced to fly three trips with the chief pilot before rejoining the human race.

Both of us enjoy the Newsletter and we're grateful to everyone responsible for getting it in the mail. See you next year. Regards. *Bill*

Thanks for the generous check, Bill. Ed

LARRY FIELD—8565 Nolin Rd, Coeur D Alene, ID 83814

Hi Cleve, Must have been so busy enjoying retirement that I forgot to send my annual postage fee in June. All is well in the panhandle area of Idaho. No fires so far, and hope we can escape them the rest of the summer season.

Thanks to all the Folders and Stuffers and everyone who puts all the time and effort into the *RUPANEWS*.

Till next year – take good care. **Larry**



ANDREW J. FOSSGREEN—2161 Greensboro Rd, Placerville, CA 95667 captandy60@hotmail.com

Dear Cleve, Completing my first year of retirement has shown me it is not for the timid. I had to learn how to say "NO" early on to keep from being scheduled by everyone but me. It has been a busy, productive learning experience that has been mostly positive. My wife, Barbara, and I haven't been able to take advantage of the time available to travel much in the last year, and we have two new grandchildren coming in August and September that will delay travel a bit longer, but who's complaining?

I want to thank all the people who made the ALPA Retirement Party in April such a memorable event for us. I can glance at the beautiful plaque given to me by ALPA even as I write.

Lastly, I really appreciate the RUPA Magazine that arrives so faithfully here every month. It is a service beyond measure to all of us in our "new careers".

Thank you for all that you and Jock Savage do.

Sincerely, **Andy**

KEN ELLIS kndellis@skybiz.com

Howdy Jock: Diane and I have just joined the computer crowd and have found something that is almost as frustrating as golf!!!! Anyway, please welcome us to the 21st century. We have kept ourselves busy

cruising, RVing, playing a bit of golf, enjoying our family and when we have nothing else to do, we procrastinate. Enjoyed visiting with some of the "Legends of Aviation" at the Barnard picnic and sorry, we missed the RUPA picnic. Looks as if we will miss the RUPA Cruise also. Thanks to all of you who put out the *RUPANEWS*. Your efforts are appreciated. **Ken**

Welcome to the 21st century. If I might make one slight suggestion. It is easier for me if you merely send me an e-mail.. HTM looks great, but leaves a bunch of extraneous letters of instruction which have to be deleted when my software puts it in layout formula. Thanks for the effort though. Ed

GARY GORE—6908 N. Village Rd, Parker, CO 80134

Hi Cleve & Gang, Another year gone by, we spent Christmas and New years with family at Vail visiting for the "end" with the year 2000. Since we survived, spent March on brother-in-laws boat at Key West and the Keys ending at Palm Beach. Now plan September in a two

bedroom Paris apartment.

Don't miss a bit of the "de ja vue" mess at United and usual management problems. The new magazine format is great. Cheers, *Gary*

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

Jock: As they say in New England, "You are doing a hell of a job". Thank all of you for the skill and hard work in making the Journal into an interesting and professional publication. Tardy postal dues enclosed. After eighteen years of freedom from the off-hour telephone ring from the crew desk, I am still flying the 747, 737, 777, Lear Jet and even the Concord through clear skies in all parts of the world and even down to CAT III minimums. A goodly portion of my landings result in disaster, must be a "Glitch" in the software. Golden rule for retirees "Never blame yourself". Actually Microsoft's "Flight Simulator 2000" professional series is a fascinating realistic entry in today's flying desktop technology. I keep wondering to myself, "How they do all that"? It surely does bring up that old IFR scan and a considerable lot less than hangar rent and aviation fuel. Have broken the enjoyment code of golf by walking nine holes in the cool of the evening and not bothering to keep score. Tee em high. **Gene**

WILLIAM L. HAYS—5262 Vineland Dr.,
Huntington Beach, CA 92649

Dear Cleve, Check enclosed. Not much to report here, everyone in good health. We are getting ready to go see the grandchildren in Louisville, Kentucky. Since United, in their great wisdom, pulled out of Louisville and left it to United Express, it has become a real challenge to get there. Enjoy the RUPANEWS and appreciate the efforts of those involved. Best wishes to all, **Bill**



LISLE AND DONNA HICKS, PO Box 30,
Loon Lake, WA 99148

Dear Jock: Another year and there seems to be more to do than there is time to do it. We are continuing to improve the ranch we purchased three years ago. Haven't spent as much time with the horses as I would have liked to do. Much time spent on the snowmobiles in the winter and ATV activities in the summer. Just purchased a house on the lake, so we are in the process of improving that to our tastes. A boat seems to be the next logical step. My wife just opened a ladies' consignment shop in Spokane, so that keeps her busy. Went to a family reunion at Soldier Mountain, Idaho. It was nice to see everyone. Funny that everyone else seems old but I am as young as ever. That works until I look in the mirror. Best regards, **Lisle**

WALTER HOLLAND—1953 Wood Duck Ln,
Boise, ID 83706

Hi Cleve, Mailed check today. Didn't think you would accept a copy of it on E-Mail. Nice and laid back here in Boise. Lots of activities and "River Stuff " up here. Headin' for the Elkhorn Lodge in Sun Valley next week. Will drink a toast to " Ya'll ". Salud, **Walt**

P.S. If you send an address change to the benefit folks they assume it is permanent and if the new place does not have the HMO they automatically revert to the traditional plan. No big deal, but troublesome.

ROB AND PAT JEWETT

robandpat@home.com,

Late again. We've been gone most summer RVing and that's as good an excuse as any. Not much else to report. Health is good for us both and the living is easy. Thanks to all for the newsletter. Cheers

Rob and Pat Jewett

DONALD KARAISKOS, Wooster, OH 44691.
DKaraiskos@aol.com

The BIG 70 has arrived. To put *that* fact into disconcerting perspective, another way of putting it would be: If the FAA in all of its wisdom were to immediately raise the retirement age to 65, I would still be five years over the age limit. For those of you out there who were born during the

1928-1932 period - you may find solace by commiserating with one another. We were born in the heart of the depression.

We grew up between the two wars. In fact WWI was known as "the" World War.

Did it bother us being part of this difficult period? Probably not! This is not to say that it didn't probably bother the hell out of our parents as they tried to put food on the table. We didn't know we were poor - just thought that everyone was that way. The Lord above blessed us with the ability to adapt - something that the Dodo and dinosaurs could not do. And adapt we did. Instead of Atari and video games and staring at all sorts of CRT screens we used our imaginations as we listened to the radio to hear the announcer say: "From out of the past comes the thundering hoof beats of the great horse Silver". Wasn't it exciting? "The Lone Ranger" - "Jack Armstrong" - "Terry and the Pirates". And best of all, the favorite of all us future pilots - Zack Mosley's "Smilin' Jack" with Jack's sidekicks: "Downwind Jackson", "Fatstuff" and "Cindy the Incendiary Blonde." I remember playing "airplane and pilot" with a boyhood chum. We took two kitchen chairs and pretended that they were pilot's seats. We used mom's broomsticks for "joysticks" and as we flew over the imaginary "jungle" below we "hummed", simulating the sounds of the engines as we looked for that "secret" landing strip. It was great! Remember tag, hopscotch and red rover? How about knickers and boots with a pocket knife on the side? We wrapped friction tape around everything - around our wrists to make us look tough; around our pant legs so that they wouldn't get caught in the chain of our Roadmaster bikes; around well-worn baseballs as we played in the sand-lots. Remember getting scrap pieces of ice to suck on when the iceman came? Remember, gathering around the cellar window as the coal man shoveled coal down the chute into the coal bin? How about wringer washers, and clothes hanging on a clothesline? How about marbles and "Mumblety Peg?" Our young lives were relatively carefree and life seemed simpler. Mom and Dad did a good job of hiding the fact of how poor we were. Yes, times were tough, but I remember them as the most exciting and wonderful days of my life.

Good fortune smiled on me when I achieved my

dream of being an airline pilot. Of course life as a pilot has had its "ups" and "downs" (how is that for a pun?) but I wouldn't have traded that career for anything in the world.

While today's 5-year captains prepared themselves for an airline career using Microsoft Flight Simulator, the rest of us were introduced to flying in an "Air knocker", J-3 or T-6. While I am not in favor of a merger, I somehow can't get too excited about 5-year Captains complaining about not being able to fly a 777 by their 15th year if it does happen. The fact that I took the first Captain bid available to me in my 18th year and when I did get it, was instructed by a "loyal" worker - was a hard one to swallow. We suffered through the humiliation of having a code of ethics foisted on us by a vindictive management after the 1985 strike. I hope that those now flying for the company will stand behind their present leadership as they try to weather the storm they are trying to negotiate. And like all storms - it will eventually end.

So there it is. A geezer's ramblings and from one who has had a great "run". I spent 4 years in the service of my great country, subsequently married a wonderful woman and had four wonderful children. (One of whom is a DEN based F/A attendant who plans one day to take her place in the cockpit). This past year Bev and I were presented with our first grandchild. We took a tour of Britain just a few weeks ago. We split our time between Ohio in the summer and Green Valley, Arizona in the winter (where I am a docent in the Pima Air & Space Museum). What more could I ask for? Life is good! I'm ready for another 70 years! God bless all of you and keep the "Blue" side up.

Fraternally, Don

LARRY KENSICK kenmaur@mc.net

Cheers Jock, it's time for the biennial report. I'll update the Kensick Armed Force report first. Steve is still at NAS Lemoore. His second cruise was aboard CVN Carl Vinson and he saw some action over Iraq during Clinton's 4-day pre-impeachment war. He came back early and went through the Navy's Top Gun School at Fallon. He is a Fighter Weapons Instructor at Lemoore on F-18s.

Mike is at Langley AFB in Virginia. He graduated from the six-month Fighter Weapons School at



Who dies with the most toys – wins!

Nellis in June. He is the weapons and tactics guy for the squadron flying the F-15.

Dave is still flying the F-16 with the Madison Air Guard. He was up at the CFB Cold Lake last month for the Maple Flag exercise. He said my hand prints were still on the barroom floor from the 60's when I was at the 104 OTU. When he's not playing fighter pilot, he is flying the 737 for United.

Maureen and I are still wintering in Maui. We found a great place in Kihei and plan to go there every year. We didn't do much traveling via UAL these past years. I have been using the Cessna 170 quite a bit. It is fully restored with a new interior and paint job plus top overhaul.

Last year we flew out to Durango for the 170 Convention. Did some mountain flying for the first time. This year we took it up to Anchorage for the convention. What a great adventure that was. I put 70 plus hours on it and we flew 6800 miles.

That's about it, Jock. We're planning the SPAADS in August, although I'm having trouble getting a room. See you and Sheila there. And as the saying goes " check is in the mail".

Ken Kensick

Great seeing you, Maureen, and all the other "Bluenosers" at SPAADS. Sheila is sorry she couldn't make it on account of a blocked ear (it's still blocked and may need a shunt). Probably just as well, for the return from SEA was a nightmare—I ended up paying full fare out of PDX to SFO—enough to make a frugal Scot cry in his beer. Ed.

SKIP & JEANNE LaROCQUE PO Box 1567, Bethany Beach, DE 19930 Mostly DCA 64/94
 The calendar on the wall says its August which means I just turned 6 times 11. From what I've been seeing on the evening news about the goings on at United these days, I'm glad I'm retired! Once again, Jeanne and I were happy to see Labor Day 1999 come, and the town get quiet and peaceful. The end of September we closed the summer house and headed south. Arrived in Boca Raton on October 1st; opened the winter house and settled in for another snowless winter. This year we joined a mixed bowling league. Jeanne hadn't bowled tenpins since the late 60's; I hadn't since the early 50's. Jeanne brought her bowling ball into the pro shop to be redrilled. The pro saw something etched on the ball that could only be read with a magnifying glass. It read, "Santa Maria 1492." The pro told her it was time to buy a new bowling ball. With all the sunbirds returning to Florida, we got some good tennis going again. In November we went back to the old neighborhood in Pompano Beach to celebrate Thanksgiving with old friends. Many of us had moved, so it was nice to see one another again. In December we went on a four-day cruise with 14 of our neighbors. Had a great time, but four days was too short. The week before Christmas, Jeanne and I drove a truck with three rooms of furniture to Virginia Beach in the pouring rain. The next day, my son and I drove to Bethany Beach, in the rain; swapped furniture in the winter house, and drove back to Virginia Beach. Right the next day the rain stopped. Spent the Christmas holiday with the family, and drove back to Boca Raton in our speedy truck to celebrate the new millennium (it really isn't) with 100 friends and neighbors. In February, my tennis partner and I played doubles in the Delray Beach Seniors Tournament. We came in 2nd and qualified to play in the Florida State Seniors Tournament this November. Win or lose, it should be fun! March was not a good month. I had skin cancer surgery on my chest. Jeanne broke off a piece of cartilage in her right knee and had to have arthroscopic surgery. From mid March to mid April she was in rehab. Early May we closed the winter house and headed north for the summer. The first weekend home we drove to Virginia Beach for our granddaughter's first

communion. The next day we had to be in Fairfax for our grandson's first communion. The next weekend we drove to Maryland for our twin grandson's first communion. Drove back to Bethany Beach that evening, and left for Europe the next day. We spent three days in Paris, then got on a bus and toured cities in France, Germany, Austria, Liechtenstein, and Switzerland. The highlight of the tour was seeing the live passion play in Oberammergau, Germany. It was an enjoyable trip, but quite tiring. We got home from Europe in early June. Three days later we were driving to Massachusetts to move my mother from a 4 room house.

I'm back to playing summer tennis 3 or 4 days a week (Jeanne says 6), and we're practice-bowling two days a week. Early July, we went into Alexandria to celebrate Jeanne's mother's 95th birthday. Then we came back to the beach to celebrate the 4th of July. A neighborhood picnic was planned for 15 people final count 50 people. Two days later we were on the road again driving to Massachusetts for a family wedding. The bridegroom is a new hire for a major airline. During dinner at the reception, I had a note sent to him saying "Tim, call the crew desk. Urgent! Paul Henry, shift supervisor." I thought he'd look around the room for me and laugh. Instead, he talked to his wife, got up and headed out the room to look for a telephone. I had to run to get him. I thought bride was going to kill me! In August I upgraded the landscaping in front of the house. I top-dressed the carport area and driveway with 34,000 pounds of white stone. There must be an easier way to lose weight. August also brought two families of kids and grandkids to the beach. Need I say more! I've come full circle for another year. This being a very boring year, I hope I'll have more news to report next year! Tail winds, Skip.

ROBERT V. LILJEGREN—964 Black Mtn. Ct, Los Altos, CA 94024

Dear Cleve: The Bulletin is certainly well worth keeping "on the ball" enough to get our postage fee paid on time. Proud to be a UAL graduate. Peace, **Bob** 6/15/45 – 8/1/78 Golly! that's 22 years ago.

PAUL LIVINGWAY 812 North Ocean Blvd, Pompano Beach, Fl.33062

Hello Everyone. I can't understand why anyone would want to work past 60. The past six years have been just great. I enjoy everyday to the fullest and I am looking forward to many more. Betty and I go on several cruises a year and will be on our fourth in September. We took the whole family on a cruise in June as we do every two years. This was the fourth such event, and we plan to continue the cruises in the future - health permitting.

I have never seen a Brink's truck in a funeral procession and I plan on leaving a lot of nice memories for my children and grandchildren, but to each is own. To one and all enjoy the coming years and may you do it in good health.

Best regards *Paul*

SHORT ON PILOTS

WSJ Editorial, July 27, 2000

The next time you're sitting in an airport and your flight is cancelled or delayed. you may be told the cause is weather or maintenance. You may not be informed that the actual reason could be a shortage of trained pilots that makes it difficult to provide substitutes if a scheduled pilot can't make the flight.

The shortage is grounded in an arbitrary Federal Aviation Administration rule promulgated back in 1959 at the behest of AMERICAN AIRLINES. (Emphasis added.) It requires all pilots to retire at age 60, and not a day more. At the time, airlines were concerned that the pilots of the time wouldn't adapt to the new jet aircraft. Since then, both longevity and airplane guidance systems have made great advances.

Other countries have noticed there is no medical evidence that pilots have a higher accident rate as they near age 60. A total of 44 countries have raised their retirement age to 63 or 65 to ease their own pilot shortages.

Security-conscious Israel doesn't take pilots out of the cockpit till 65. The FAA rule requires El AL to fly to the U.S. with two cockpit crews, one older and one younger. Before the plane reaches the U.S., command is transferred to the younger crew. "It's an incredible waste of talent and training to

force these pilots to retire," says Richard Branson, CEO of Virgin Atlantic.

Captain Paul Emens, a Southwest Airlines pilot, told us that every airline in the country is on a hiring binge, but that trained pilots are as scarce as landing slots at New York's La Guardia Airport. Military services are turning out fewer pilots, start up carriers have increasing demands and economic growth is adding flights throughout the system.

This week, Senator Frank Murkowski of Alaska held hearings on his bill to raise the mandatory retirement age to 65. Naturally, his proposal is opposed by seniority-conscious airline unions and the FAA, which is loath to admit its old rule may no longer be valid.

But unless something is done, the airline pilot shortage will only get worse. Commuter carriers are hiring co-pilots right out of flying school, and then promoting them to full pilot after a year. The flying public can ill afford to lose the expertise of the most seasoned pilots. It makes sense to raise the retirement age.

Submitter's comments: Not much has changed. The same bureaucrats that have brought us the present Air Traffic Control inadequacy, brought us the Age 60 rule in 1959. (Note that this is a bureaucratic rule, not a Congressional law.)

S.J. Devine.
Scotty, the pilot shortage at UAL, at least, is largely self-inflicted. Management, the last time I checked, has a waiting list of well-qualified pilot applicants of at least 3,000. The present shortage is because they relied on pilots flying more than their scheduled hours per month – at regular rates. The pilots are aggrieved about the lack of a new contract and have individually elected not to fly more than is contractually required. The company was warned about a year ago that they'd need to hire more pilots, but elected to penny pinch. Now their training facilities are overwhelmed as they try to make up for their past practise.

As usual, there are two sides to this question, and as the following comment from a recent UAL/ALPA Forum indicates, perhaps pilots in general should be cautious in what they wish for. Any change may harm more pilots than it could help.

Ed

Age 60 Again

Paul Hallisay, the ALPA Government Affairs Coordinator, was the guest speaker at the April 2000 Council-11 meeting. Below are his comments concerning the Age 60 rule from the meeting minutes (DC-11, vol.xxv, number 4-6, page 18):

"Age 60 Rule. ALPA policy is explicitly clear: no change. The only serious challenges so far have been based on age discrimination, which the current law allows in certain circumstances. But new challenges are now surfacing which focus not on age but on pilot supply! Currently there is a move afoot to raise the age past 60, simply because there aren't enough pilots in Alaska. Perhaps if pay were improved there would be. America West, which pays its pilots less and consequently has to compete with UAL, DAL and AMR for pilot candidates, also favors raising age 60 to retain senior pilots rather than recruit new ones in a tight job market. Predictably, then, so does Sen. McCain (AZ). Although a vocal minority of ALPA pilots would like to see the age 60 limit raised, we need to look at this emotionally charged issue in its entirety rather than just the individual members' interest. The issue is not whether an individual pilot should be able to fly as long as he wants. The relaxation of the age 60 rule would result in more stringent and frequent physical requirements for every pilot. Anyone who tells you otherwise is not informed of the political realities involved, and is arguing only from their own perspective. Presently, the FAA wants to keep the rule, the ATA is neutral, so unless ALPA changes its position the rule will likely remain unchanged."

Pilots need to be careful what we wish for, we may very well get it. The new "rigorous stress testing," that Senator Jim Inhofe (R-OK) is advocating, may very well retire more pilots before age 60. *Dave Roots DCAFO*



Stratocruiser Ditching—The Rest of the Story

The request for further information on the Pan Am ditching pictured in our August issue elicited a few responses. It is interesting to note that although, in general, the accounts agree, they do vary in some interesting details. In any event, thanks to all who took the trouble to phone or write. Ed

DAVID A. MARKHAM

mark1@mindspring.com

Ditching of Pan Am Clipper

Dear Jock:

The photo sequence sent by Frank Kilgore shows the only intentional ditching by a 121 carrier in my short memory.

The Pan Am HNL-SFO all-nighter had departed with approximately 80 passengers. I do not recall any crewmembers' names. For some reason they had to shut down #1 engine, and the propeller was unable to be feathered. The routine ETP is computed .

The Coast Guard's picket ship, Ocean Station November, was on station at the mid-point of the HNL-SFO route. The aircrew solicited their assistance, and were offered continuous surface weather information, sea conditions, recommended ditching heading.

Although we consider alternatives and varying obstacles to a water landing, this incident truly reflects the "ideal" in real world terms. I believe the picket ships of those days are no longer to be found in the Atlantic or Pacific jet routes.

Dave

BOB O'LEARY

Dear Jock,

In the August issue you wondered if I could provide some details on PAN AM Clipper 943's ditching alongside the 255 foot Coast Guard Cutter *PONTCHARTRAIN* on October 16, 1956, glad to be of help.

PONCHARTRAIN was manning Ocean Station NOVEMBER 30 degrees north 140 degrees west on that date her mission; under ICAO agreements was gathering meteorological data, providing navigational data and lastly "lifeguard" services, dull duty.

At 0322 the monotony of the patrol was shattered by an electrifying message from PAN AM Cap-

tain Ogg aboard Clipper 943 - one engine was failing and he had a runaway prop. He requested to be vectored to the ship for purposes of ditching alongside.

He was almost there! RADAR plot showed Clipper 943 to be only thirty eight miles away! The cutter was under the command of the then Commander W.K. Earle arguably one of the finest ship handlers in the Coast Guard.

The cutter's crew went about their well-rehearsed ditch and rescue drill. Captain Ogg was furnished a recommended ditching heading, a "sea lane" of float lights was laid out on this bearing. High altitude flare mortars and 5"/38 star shell were readied. Down below, cooks and medical personnel prepared accommodations for 943's 24 passengers and 7 crewmembers.

In 943's cockpit Captain Ogg determined that he could remain airborne until daylight by pulling full power on his remaining engines. The cutter then charged down the ditch heading, laying a daylight "runway" of fire-fighting foam.

At 0740 Captain Ogg suddenly decided this was it. The Stratocruiser slammed hard into the sea cracking the top of the fuselage open in the vicinity of the leading edge . The rear third of the fuselage and tail broke off and sank.

Well-briefed passengers appeared on the wing, rafts were inflated as rescue launches from *PONTCHARTRAIN* rushed in. One gallant Coast Guardsman boarded the sinking hulk to insure they had them all. All hands were saved. While the ship's cook made the photos you published. This was just one of many efficient rescues performed by the Ocean Station vessels. The main reason air transport airplanes ditched was runaway props. When the industry shifted to turbojets the OSV program was unnecessary. If you saw the film "Perfect Storm" you know the cutters can still do the job!

s/ **Bob O'Leary** USCG 1939

PETER JULKEN P. O. Box 2948 Evergreen, CO 80137

Hi Jock;

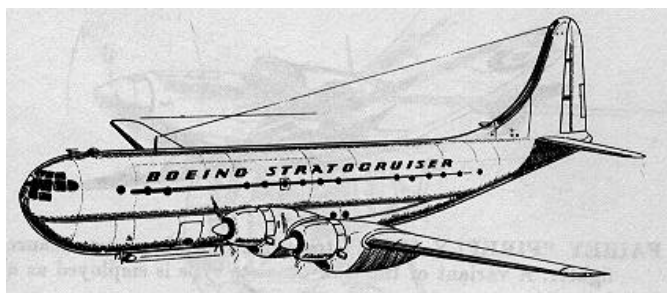
Re: Pan Stratocruiser ditching in the Pacific. *RUPANEWS* August, 2000, Page 21.

This event happened about six months before I went to work for Pan Am. I flew for them for fourteen months, eventually ended up at UAL.

The skipper's name was Capt. Ogg. It was night time, and they lost both engines on the left wing. Can't remember exactly why, but in any case one of them wouldn't feather. Two engine alternates were based on both inop engines being feathered. So they flew to one of the "Ocean Stations" based in the Pacific, and circled there until daylight. There was plenty of time to prepare for the inevitable ditching, both in the air and on the sea. The ensuing ditch went "picture perfect" in very calm seas. In photos, note numbers one and two props not turning. It was reported that in the ensuing transfer from ditched aircraft to rescue ship, some passengers never even got wet.

I remember this event well as I'm sure many ex-Pan Amers do also. Perhaps they can fill in more details. Hope this helps.

Regards, *Peter*



ROY CLASON

The background story to accompany the photo spread on page 20 of our August issue was supplied by member Roy Clason, an ex-PanAmer who called to inform me that the Boeing 377 ditching was occasioned by an engine failure on a night flight from SFO – HNL, following which the Curtiss electric propeller failed to feather. The crew, under the command of Captain Dick Ogg, determined that there was too much drag to either return or proceed to their destination. As they were near Ocean Station November, they circled the vessel, burning off fuel until it was light enough for a safe ditching.

As can be seen from the photos, the sea state was almost perfect, and an exemplary ditching was made. According to Roy, none of the passengers even got their feet wet during transfer to either the life rafts or life boats from the cutter.

Although, as can be seen, the tail section broke off, the rest of the aircraft stayed afloat, occasion-

ing an attempt to have it towed ashore, but the strain of the tow caused the plane to break up – even then, parts of it floated and had to be sunk by gunfire.

From then on, every Christmas, Dick Ogg received cards from all his grateful passengers until his death some years ago. There is also a United connection, Capt. Ogg's daughter was a Pan Am purser who came to UAL following the Pacific Division purchase in 1986. She may even still be with UAL today. Ed

HAROLD C. LLOYD, JR.—147 Cardinal Dr, Toms River, NJ 08755

Dear Cleve: Jane and I spent six months at our home in the Florida keys from September to April. Got there in time to welcome Irene and her 100 mph winds and sideways rain going right over us. We were snug in the house with the shutters drawn and the boat tied down on the dock. No damage except for a few tree limbs. This was our first encounter with a hurricane and I'd like it to be our last. Lost power during it, so I cranked up the generator, which at least gave us ceiling fans and the refrigerator for a day and a half, when the power was restored. The BBQ grill started heading for the screens on the porch so I climbed out the kitchen window and tied it down with the garden hose, which was attached to the spigot.... just had to make do.

Sorry I'm a bit late with the postage check and one for the U.A. Retired Pilots Foundation.

Keep up the good work on the *RUPA NEWS*. It is good to keep in touch with the guys. Sincerely, **Harry**

HERB MARKS, 3500 S.W. 325th St., Federal Way, Wash. 98023 HMarks7485@aol.com

Thirteen years and counting and I vow not to get into visits to doctors, clinics, hospitals, x-ray, MRI, CT Scans or anything else involving the medical field. All of which means I'm still looking down at the grass.

The pencil drawing of the DC-4 on the front of the August issue brought back many interesting memories during my early career. First, flying that miserable cargo flying out of Midway back in 1952, drinking coffee that had been put on in

SFO who know how many days before. Another time Capt. Bob West and I were along the Pacific coastline one morning near Arcata Calif. when I noticed the #1 oil pressure needle bouncing toward zero. "Out of oil," says Bob, and we feathered it. Everything very relaxed yet professional. The stewardess came forward to ask what was wrong. Everything under control, Bob explained as he continued to revise his flight manual. Then #2 engine decided to clear it's throat with a vicious backfire but continued to run fine. Loose approach pages flew around the cockpit as Bob slammed his manual closed and our relaxed operation became suddenly tense. We were still very professional but we were on the front part of our seats as we continued on into SFO.

Another time, I ran into my friend Ken Corbin one morning in the game room of the Ben Frank. He looked pretty well beat up and I asked what happened.

He said they had lost an engine on his DC-4 flight down from Seattle that night. I said, what's the big deal about that. He said, no - no! They had *lost* the #2 engine. It had seized and twisted itself right off the wing.

Believe it was Howard Gallion who was Captain on the flight. Great old airplane, but it was like flying a truck, yet reliable as all get out.

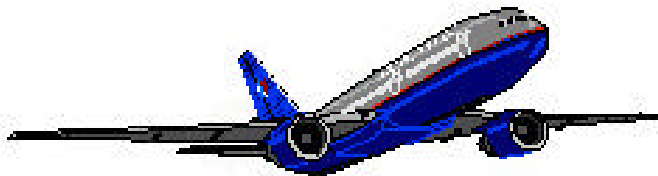
Still miss my good old Beech Sundowner - really shouldn't have sold it last year, but when the computer spread sheet started telling me what it was costing per hour - !!! She had to go. Moral of the story: don't get a computer.

We're traveling the western states several times a year in our motorhome, which I enjoy very much. Ruthann's not too thrilled, because it doesn't say Resort Hotel on the side of it. And I'm not keeping a spread sheet on it!

Check's in the mail (I love to say that - reminds me of United's negotiators.)

Till next year.

Herb



STEPHEN MARTIN stevem13@gte.net

I'm reminded of the saying "If you continue to have birthdays, you are going to get old." As you can see I'm continuing for the 77th time.

In May Hilde and I celebrated our 50th wedding anniversary in Hawaii. Other than that, the only other travel has been to Las Vegas to visit my sister, brother in-law and my money at the Golden Nugget.

As for the aches and pains, I can say growing old is not for sissies. The usual is going to Cleve and a thank you to all who help put out the

RUPANEWS. Regards,

Steve

AL MCNUTT Ijnme@earthlink.net

Dear Cleve,

Enclosed is my annual check for the Newsletter.

My wife and I both enjoy *most* of it. It is interesting, though, to see that the editorial board(?) is quick to deride any conservative thought and writing, but is free to let most any remark go without comment when it comes to liberal writings. But, that's life these days! Anyone who is tacky enough to make a public statement that something might just be wrong is vilified as a bigot, racist, or, Lord forbid, a right wing religious nut. In this "If it feels good, do it" world, a lot of people just won't acknowledge that there really is a right and there really is a wrong. As Socrates wrote, there have always been problems in every society, but if anyone denies that things have gotten a heck of a lot worse, they must be smoking wacky tabacky. I, personally, also wrote to United regarding their decision to withdraw sponsorship of the Dr. Laura TV show and, no, I don't expect them to be other than Politically Correct. But, to sit back and say nothing gives them the feeling that "everybody" feels the same way.

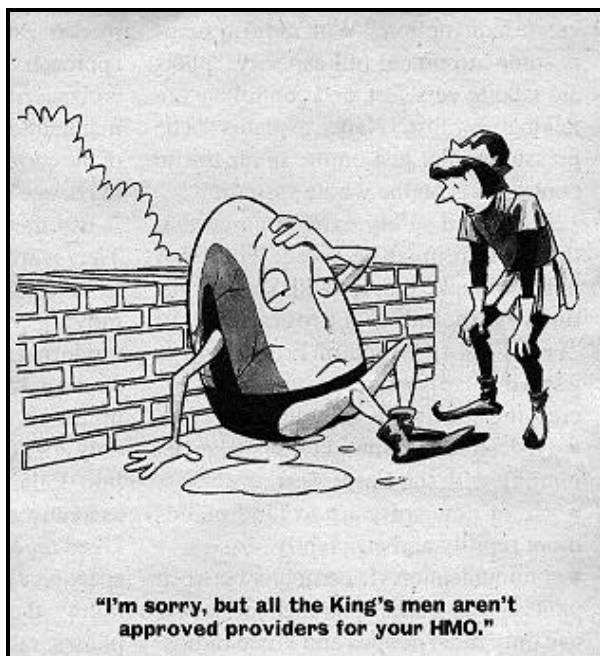
If there is going to be censorship in the RUPA Newsletter, either censor everything or censor nothing. Other than that, thanks to all for all the work.

Now, I discovered some good news. (Am I late finding out about it?). We now can access the UAL computer through the Internet and no longer need to belong to CompuServe in order to check and list for flights. It's done through United's Intranet. The web address is: <https://united>.

intranet.ual.com/cgi~ogin. (NOTE the https). The first time you sign on you use uXXXXXX as your sign in (yes, that is a u and XXXXXX is your 6 digit FN with a leading 0 if necessary no check digit). For first time sign up your birth date is your password and then you change it later. The instructions are pretty straightforward and the output is great. The Flight #'s are color coded according to load factor and it gives you *actual* loads and SA listings for all flights in the same window. You can list right there. So, there is progress on some fronts. Now if they would quit selling seats over the Internet at fire sale prices, we might even get to ride on an airplane.

Fraternally, Al

Al: Thank you for the computer information, and the congratulations for the work. I alone do the editing and laying out of RUPANEWS. Your other comments vaguely insult my integrity, as I do my level best to keep this publication apolitical. When someone, despite my entreaties, sends political material, my duty is to provide a counterbalancing opinion—lest this be seen as a political publication, hence risking our tax exempt status. Sorry you see that as “deriding conservative thought.” To contest your views would defeat the purpose of my editorial thrust – to keep politics out of this publication. I note that the retired pilots of North West, Eastern, and other retiree publications, who kindly send me complimentary copies, have no trouble in keeping their publications free of the political views of their correspondents. Ed



Best Tests and Care for Prostate Cancer.

New York City Mayor Rudolph Giuliani doesn't usually waffle on the issues. But when he was diagnosed with prostate cancer this spring he reportedly spent more than a month pondering the best treatment for his condition. Surgery? Radiation? Or waiting it out?

Experts disagree on the best treatment for this malignancy that kills more men each year than any other tumor except lung cancer. They even disagree on the role of early detection. The U.S. Preventive Services Task Force, an influential government panel, recommends against routine testing for prostate cancer, arguing that treatment may be worse than the disease.

The American Cancer Society and the American Urological Association disagree. So do Consumers Union's medical consultants. But deciding whether to test for the disease is a complex issue, and choosing the right therapy is difficult. Here's what you need to know to help you sort through those often painful choices.

To Test or not Test

The prostate cancer blood test measures the level of a protein called prostate specific antigen (PSA), which is usually higher than normal when the prostate gland is enlarged, inflamed, or cancerous. The government task force and a number of physicians have raised two major objections to using the PSA test to screen men for prostate cancer. First, studies show that anywhere from 30 to 60 percent of men eventually develop prostate cancer. But the malignancy often grows so slowly that it smolders harmlessly within the prostate for decades. Some researchers and physicians worry that the test may detect many of those unaggressive tumors and thus lead to an avalanche of needless surgery and radiation therapy. Second, critics have long maintained that there is no good evidence that early detection of prostate cancer actually saves lives. But recent evidence has undercut both of those arguments and strengthened the case for PSA testing. First, several studies have carefully analyzed thousands of prostates that were surgically removed because of an elevated PSA level followed by a biopsy that confirmed the cancer. The studies show that 75 to 95 percent of those cancers posed a substantial risk of turning deadly

within an estimated average of 15 years; many of them would have turned deadly within 5 to 10 years.

Second, growing evidence strongly suggests that PSA screening is saving lives, by allowing doctors to catch the aggressive cancers early. From 1991 (when PSA testing became widespread) to 1997 (the latest year analyzed), the number of prostate cancer deaths in the U.S. fell by 16 percent, the first decline in decades. That occurred despite a sharp increase in the number of prostate cancers detected during that period.

An Austrian study, presented in April at the annual American Urological Association meeting, provides stronger evidence. From 1993 to 1998, the prostate cancer death rate dropped by 42 percent in Tyrol, the only Austrian state where PSA screening is free and where most men get tested; in the rest of the country, prostate cancer mortality has held steady.

Recommendation: Our medical consultants say the available evidence is sufficiently strong to justify annual PSA testing for all men over age 50 who can reasonably expect to live more than ten years. Younger high-risk individuals including men who are African American, or, like Mayor Giuliani, have a father or brother who had the disease should start getting screened at age 40. In addition, all PSA testing should be accompanied by a digital rectal exam, in which the doctor evaluates the gland by inserting a gloved finger into the rectum. The digital exam can help detect not only rectal cancer but also some of the prostate cancers missed by the standard PSA test.

How To Test

Some of the PSA in the blood is bound to other proteins; the rest floats freely. In the standard PSA test, physicians consider only the total amount of circulating PSA. The usual minimum PSA score that warrants a biopsy is 4.0 nanograms per milliliter. If the PSA level rises 1.5 points or more during a two-year period, consider biopsy, even if the total score is below that threshold.

The standard approach not only misses some cancers but can also raise false alarms; in fact, only about 25 percent of elevated total PSA scores are actually caused by cancer. In other cases, the elevation is due to benign enlargement, a very common condition in older men, or to inflammation of

the gland due to infection. Each of those false alarms necessitates a mildly uncomfortable, expensive biopsy about \$500 to \$800, on average, to rule out cancer. (You may want to ask your doctor to apply lidocaine, a topical anesthetic, before the biopsy.)

To increase the test's accuracy, doctors have modified the analysis of PSA scores by considering either the man's age or the individual components of the total PSA score. Here's what our medical consultants say about those changes: Younger age, lower PSA. Studies show that lowering the threshold for undergoing biopsy from the usual 4.0 nanograms per milliliter to 2.5 in high risk men under age 50 leads to only about 5 percent more biopsies, but identifies about 20 percent more cancers. In addition, using a threshold of 3.5 for men in their 50s probably has similar benefits.

Note that some physicians now employ the opposite approach: higher thresholds for men over age 60. While that strategy cuts down on the false alarms, it increases the number of missed cancers by a roughly equal amount.

Recommendation: The best strategy for improving the accuracy of the PSA test is to use lower threshold values for men in their 40s or 50s. Raising the threshold for older men is not advisable. Free PSA. Men with prostate cancer tend to have a smaller percentage of free PSA than other men have. So when the total PSA score is minimally elevated, some doctors now consider the ratio of free to total PSA; they recommend biopsy only when that ratio is less than 25 percent. That cuts back on the number of unnecessary biopsies by about 20 percent, while missing only about 5 percent more cancers. And some evidence suggests that the missed cancers are usually the least aggressive ones.

Recommendation: Men who are willing to tolerate a slightly increased chance of missing a cancer in order to gain a much greater chance of avoiding a needless biopsy, may want to consider using the free total PSA ratio, particularly when the total PSA is only slightly elevated for a man's age. But the safer, and thus generally preferable, route is to rely on the total score, not the ratio. (The free PSA test is helpful to clarify the results when a biopsy fails to find any cancer even though the

total PSA score is elevated. In that case, it's possible that the biopsy simply missed the cancer. A low free total ratio may then warrant repeating the biopsy, while a higher ratio would tend to bolster the negative result.)

Testing dos and don'ts: All men should take these steps before having their PSA measured to help ensure an accurate result:

Don't ejaculate for two days before the test, since that can raise PSA levels.

Have your blood drawn before, not after, the rectal exam, which may also raise the PSA level.

Remind your doctor if you're taking finasteride (Propecin, Proscar), which can lower the total PSA level (but not the free PSA level). Also tell your doctor if you're taking the herbal formula PCSPEs or large doses of the antioxidant lycopene, since they may also lower the PSA level.

(Studies have recently shown that the herbal remedy saw palmetto, often used to treat prostate enlargement, does not affect the PSA though you should still inform your doctor if you're taking the supplement.)

Have your PSA measured at the same laboratory, using the same method, each year. If the PSA reading indicates a borderline elevation or a significant increase since the previous reading, repeat the test in three or four months. If the initial reading indicates a clear-cut elevation, repeat the test immediately, to confirm that finding. You may want to ask your physician about prescribing antibiotics before repeating the test, to rule out possible prostate inflammation.

Surgery or Radiation

If the biopsy confirms cancer, the first step is to determine the odds that the malignancy is confined to the gland and thus potentially curable as it is in some 70 to 85 percent of cases. To predict whether the cancer has spread, your physician should use a formula that combines three factors: the PSA level, the results of the rectal exam, and the "Gleason score" which measures the aggressiveness of the cancer cells.

When the formula indicates that a tumor is probably still localized, surgery to remove the entire gland has a ten-year cure rate of 70 to 90 percent. (In the remaining 10 to 30 percent, either the formula was wrong or the surgeon failed to remove all of the gland.) That success rate is at least as

high as any other prostate treatment's. The available evidence, while limited, does suggest that surgery is probably more effective than other treatments at preventing cancer recurrence beyond ten years.

Surgery poses certain risks, however, notably permanent urinary incontinence in an average of about 10 percent of cases and impotence in about 60 percent. But the impotence rate is often lower when a highly skilled surgeon performs a version of the operation designed to spare the nerves required for an erection, without jeopardizing chances for a cure. Even when surgery does cause lasting impotence, the condition can usually be treated successfully with sildenafil (Viagra) if enough nerves were spared. (Sildenafil also effectively treats impotence caused by radiation therapy.) Moreover, the rates of sexual and urinary complications from other prostate cancer treatments are nearly as high as those from surgery, and the rate of fecal incontinence may be even higher.

Recommendation: Surgery provides the best chance of a permanent cure and has risks comparable to those of other therapies. It's the best option for most men whose prostate cancer appears to be confined to the gland and who can expect to live more than ten years or so if the cancer is cured.

You can increase your chance of a surgical cure and reduce your risk of complications by finding a skilled surgeon. Look for someone who:

Is certified by the American Board of Urology.

Performs nerve sparing surgery.

Performs the operation several times per week.

Says his or her surgical complication rates are below 60 percent for impotence and 10 percent for incontinence.

However, surgery is not appropriate for some men, notably those who are sufficiently weakened by sickness or advanced age - in general, over 70 or so - that the normal, generally small risks of surgery and general anesthesia rise sharply. Illness and age can also slow recovery from surgery.

. The following is a rundown on the three most common alternatives:

External beam radiation. Several studies last-

ing up to ten years suggest that standard radiation therapy, which is designed to destroy the prostate gland, prevents recurrence about as effectively as surgery does. But since radiation doesn't eliminate the entire gland as reliably as surgery can, it's possible that the malignancy will re-emerge after a decade or more. Beam radiation treatment lasts seven weeks, five days a week, for about two to three minutes. This type of treatment causes permanent impotence and urinary incontinence about as often as surgery does, and it's more likely to cause fecal incontinence as well as temporary rectal bleeding. But again, the success rates may be higher and the complication rates lower when the beams are administered by a skilled radiation oncologist.

Recommendation: Because radiation is less traumatic than surgery and has roughly comparable ten year success rates, it's usually the preferred treatment for men whose life expectancy is less than a decade because of other health concerns. If you decide to undergo beam radiation, look for a radiologist who:

Is certified by the American Board of Radiology. Practices at a medical center that uses a precise targeting technique called three dimensional conformal therapy, and has treated at least 20 patients with that technique.

Says his or her complication rates are lower than the above mentioned averages for surgery.

Brachytherapy. In this procedure radiologists implant dozens of radioactive "seeds" directly in the prostate, using hollow needles inserted into the gland through the perineum, the area between the anus and the scrotum. A growing number of doctors and patients are now choosing brachytherapy, since it's less traumatic than surgery and requires only one day in the hospital, compared with three days for surgery and seven weeks of treatment for beam radiation. Moreover, a few studies published several years ago suggested that the procedure was almost as effective as surgery, with much lower complication rates. However, recent studies have raised doubts on both accounts. A Harvard study found that men with moderately or highly aggressive cancers who receive the radioactive seeds are about three times as likely to have a relapse within five years as those who undergo either surgery or beam radiation. Another study,

from Seattle, involving men with less aggressive tumors, found a ten-year recurrence rate of about 40 percent after seed therapy, roughly double the rates for surgery or beam radiation. In addition, recent reports indicate that the risks of impotence and urinary incontinence are nearly as high for the seeds as for the other two treatments. And seeds, like beam radiation, appear to pose a greater risk of fecal incontinence. Indeed, a recent study from the University of California at Los Angeles that compared the overall quality of life 18 months after surgery or seeds found no difference between the two. Because of those problems, some radiologists now combine seeds with beam radiation. But there's little evidence that the combination works any more effectively than beam radiation alone, and it's more likely to cause side effects.

Recommendation: This procedure appears to make sense only for men whose overall health or advanced age precludes both surgery and standard radiation therapy. However, those men may be served just as well by watchful waiting (see below). If you do opt to receive the seeds, look for someone who is certified by the American Board of Radiology and who has performed at least 25 procedures.

Watchful waiting. Physicians can now use the PSA level, biopsy results, and rectal examination to help predict which tumors are least likely to ever spread beyond the gland, and thus which patients might be appropriate candidates for watchful waiting, or simply monitoring the disease and trying to control it if it spreads. For example, one study that followed some 770 men who chose to forgo treatment found that those with the least aggressive tumors faced less than a 10 percent risk of dying of cancer in the next 15 years. In comparison, men who had more aggressive tumors faced a 20 to 90 percent risk.

For men under age 65, and even some older ones who are particularly healthy or come from long-lived genetic stock, those ranges almost certainly underestimate the chance of eventual prostate cancer death, since those people can generally expect to live more than 15 years without dying from some other

cause.

Recommendation: Watchful waiting is a reasonable choice mainly for men whose health or age makes it unlikely that they will live longer than five or ten years, especially when they have low PSA and Gleason scores (under 10 and 5, respectively) and the rectal examination does not detect any palpable tumor.

Summing Up

Since the advent of PSA screening a decade ago, the mortality rate from prostate cancer has dropped, strongly suggesting that the early diagnosis and aggressive treatment of localized prostate cancer saves lives.

Men who can expect to live longer than a decade should generally have their PSA level measured annually, starting at age 50; high-risk individuals – African Americans and any man whose father or brother had the disease - should start testing at age 40.

Talk to your doctor about lowering the threshold for worrisome scores from the traditional 4.0 to 2.5 if you're in your 40s, and to 3.5 if you're in your 50s.

If it's likely or even possible that the cancer is confined to the gland, surgery is usually the treatment of choice for men who can expect to live more than ten years. Finding a skilled surgeon who performs nerve sparing surgery can increase the chance of cure and decrease the risk of incontinence and impotence. If impotence does occur, sildenafil (Viagra) may restore potency, particularly after the nerve-sparing operation. (Sildenafil often helps after beam radiation, too.)

External beam radiation is usually the best choice for men who have a life expectancy of no more than a decade. Look for a radiologist who performs three dimensional conformal therapy and has the favorable complication rates described above. Radioactive seeds are generally not a good choice, since on average they're almost as likely to cause complications and much less likely to cure the cancer. Watchful waiting is a reasonable option for men with a life expectancy under five to ten years whose PSA levels, biopsy results, and rectal exam suggest they have a particularly slow growing tumor.

Consumer Reports On Health. August 2000

BOB MELOCHE SBMeloche@aol.com

I just got back from some fun B-24 flying in the Midwest..... hotter'n hell !!! and I think there were some of those "no lift in the air" days !!! At least that's what I blamed a couple of 'arrivals' on! and almost scratching the belly on the trees off the end of 4000' of runway..... Couldn't a been technique!?!?!?

Cheers, *Bob*

P.S. Here are some comments from a friend about the Concorde.

Concorde's low-speed aerodynamics are a bitch. She is on the backside of the drag curve until she's up to at least 250 - 300 knots. Until she reaches a sensible speed she is clawing her way into the sky in a way that requires vast amounts of power. Without the huge power of those wet Olympus engines, she would not be able to get up to the sort of speed that can sustain controlled flight, she would just wallow in a horrible low-speed/high-drag corner of the envelope.

In the event of an engine failure on takeoff she has an ample reserve of excess power to safely get airborne and accelerate to a good cruise-climb speed, but trying to accelerate to a good speed on only two engines with the Dunlops dangling in the breeze would be a bitch.

Then factor in the effect of the massive fire gushing from the collector tank and toasting the in-board elevon and you have a fiendish nightmare of a control problem.

The problem of being on the wrong side of the drag curve is that at these low speeds, the power required increases with lower airspeed. In such a flight regime the only way to get the extra airspeed is to lower the nose and try to convert height into speed. Obviously this is not possible at the 200' of altitude, which was as high as AF4590 managed in her two minute flight yesterday. It's a classic gotcha. Not enough power to get enough speed to be able to require less power.

Once flying she may be a babe, but how close to the edge is she on take-off?

The wing is optimized for supersonic flight, and is really not very efficient at low sub-sonic speeds. Most normal airliners need less thrust to fly at 250 knots than at 350 knots. Not so with Concorde. At the very high angles of attack which are involved in the initial climb out, the wing is ex-

tremely close to the stall, much much more than a conventional wing.

One of the clever tricks which the aerodynamicists devised for Concorde was the deliberate introduction of vortex flow over the wing to generate a controlled separation of the airflow from the boundary layer. The S-shaped planform of the leading edge of the wing is not an aesthetic thing, it is a clever trick to generate a "friendly" vortex which energizes the air over the top of the wing and creates what is called "vortex lift". There are a couple of very unforgiving characteristics inherent in the delta configuration. The wing tends to be speed-unstable. A conventional wing/tail configuration has a stable tendency to regain a trimmed speed in the event of a slight disturbance such as turbulence or a wee nudge on the control column. A delta, such as Concorde, Mirage, Vulcan etc, tends to diverge from a trimmed speed. This makes it much more difficult to maintain an optimum angle of attack, particularly at low speeds.

Another unpleasant characteristic is that she tends to pitch up at the stall, unlike a normal configuration which is designed to pitch down at the stall. Of course, pitching up makes the stall even worse. There's more bad news at the stall! To push the nose down in order to gain more speed and get away from the stall, the pilot lowers the elevons. This has the effect of increasing the effective camber of the wing, which in effect increases the angle of attack which is causing the stall in the first place. It's a classic gotcha.

The eyewitness reports of the Concorde rearing up onto its tail before sliding down into the *Hotelissimo* is a classic description of a delta wing stalling. The romantic nonsense about the pilot pulling up to fly over the hotel is just journalistic fantasy. The handling pilot was doing his best to keep the aircraft airborne by finessing the pitch angle to wring every gramme of lift out of the wing in a desperate attempt to go the extra mile or two and get the aircraft to Le Bourget.

The ghastly situation which the three crew faced on that flight deck is enough to give anyone the heebie-jeebies. They did their best, but were completely overwhelmed by their predicament.

The part of the story which I just do not understand is: why did the ATC Tower wait so long before telling the crew that their arse was on fire?

KENNETH G. MILLIER—PO Box 1074, Groveland, CA 95321

Cleve, check enclosed ; early as usual. Went on two cruises: Millennium Cruise to SFO Bay to watch the fireworks and another to the Mexican Riviera. Retirement is great!

I once admired Pres. Woodrow Wilson, but not anymore! He signed the 16th Amendment (Fed Income Tax) into law and also raised the estate (Death) Taxes to what they are today. What a loser!

See you and all at the party. Regards, **Ken** U.A.

HAMMOND P. MORGAN Jr. 1932 Amethyst DR. Longmont, CO 80501

Howdy: This is my third year of retirement, and it's going well. I have been flying the Pilatus PC-12 for over two years now, and love the airplane. I work for the factory as a demo pilot, and also fly one for a Vice President of Janus Funds. The pay isn't as good as UAL, but the layovers are fantastic. Recently we spent four days at Laguna Seca (Monterrey CA) at the World Super-bike Races. We took two bikes out in the airplane – Janus sponsors a rider. On another recent flight, I was honored to have Capt. Howard Reid as my co-pilot. He has been my friend, hero, mentor and advisor for over 50 years. We had some fun!

On a few occasions I have been able to take my son, an aero student, along as copilot. Se have P.C.s, but they are pretty low pressure events. Passed one last month! I hope to keep flying for some time to come.

I enjoy reading RUPANEWS each month. The subject of John Gilbert Graham came up several times, which interested me greatly. In 1963 I was running a flight school in Kremmling Colorado a couple of days a week. One of my (favorite) students was Janet Brown. She was the daughter of Lyman Brown, who sold the dynamite to J.G.G. I saw him many times, and we talked about flying. It wasn't much later that he killed himself – I never had any idea that he was connected to the UAL DC-6 sabotage. I was a freshman at CSU and well remember when the "accident" happened. I wish I'd have known. I would have liked to tell him that there was no way he could have known what J.G.G. had in mind, and that he should not feel respon-

sible! He was a genuine nice guy and hard worker.

I have bought a number of hangars on the Longmont Airport and spend a lot of time in Longmont. We moved from Evergreen to Longmont to eliminate much of our commuting. We rent five hangars, finding it a vastly better deal than owning/renting condos.

In one hangar we have a Cessna 150, a Cessna 185 and a growing collection of motorcycles. The 185 is in the rebuild stage, as it was getting old and needed a lot of work. It's going to be flying next summer! We're at hangar #33 at Longmont – come by sometime.

This month I was very surprised to find a picture of my Dad, UAL 1928 – 1973, in Flying magazine. It's not a great picture, but one I recognized instantly. I have several photos, and this same picture was in a book "Board the Airliner" in the early '30s. He was an "Air Traffic Controller" for United at the time. Some of you older retirees may remember. The article was written by the late Ernest Gann. Aug Flying, Pg. 113.

Patti Bender, United Flight Attendant and I were married on March 18th, at the hangar. She's a former Miss Rodeo Texas, and a real character.

I'm sure all you folks would like to see pilots and management get their act together. I haven't used a pass for a while, but getting somewhere on one right now has to be brutal. It would seem to me that another showdown is shooting oneself in the foot! I don't have the full story I'm sure!

So long for now. **Howie**.

CHUCK & MARGE MUHL—32395 Corte San Vincente, Temecula, CA 92592

'68-'94 JFK, LAX, EWR, CLE, LAX

Turning 66, still upright, passed 1st class FAA. G-Scale Garden Railroad sidetracked for R/C model airplanes, "Tiger Cruise" with 15th Marine Expeditionary Unit HNL – SAN; Marge to "Cooking Castle" in heart of Tuscany region of Italy combined with Globus Tour. Gesundheit! Fraternally,
Chuck



JERE D. MURPHY—PO Box 452, Osterville, MA 02655

Dear Cleve: My dear wife has informed me that I am married. In the last directory her name was not mentioned, so she was wondering if I had some other plans. Not too long after I received a widowers I.D. (my wife is a retired UALFA) and passes, United had me living in Hawaii and my dear wife had passed on. We were both quite surprised at this news since she was sitting right next to me. When WHQ was informed it took three weeks for them to rebuild her in the computer.

All is well on "Cape Cod." The summer has been terrific if you don't mention "Golf."

Thank you for all your work. **Jere + Paula (Swedas) Murphy**

PAT MURPHY 56-91 DEN-SFO

Jock: Just under the wire in my birthday month, sent a check to Cleve earlier. We've been doing some hot and heavy house hunting here-about-----finally found one about a half mile away. Just closed on it yesterday (7-27, good number). Our new address is: P.O.Box 27982, Denver, Colo. 80227. I'll correct this in the directory also, when the time comes. Thanks to all at the newsletter factory. Sincerely, Murph.

DENNEY J. NAROG—26006 9th Ave. Ct. East, Spanaway, WA 98387 kimden1@earthlink.net
Dear Cleve (et.al.) Thanks to all of you who are responsible for keeping the RUPANEWS network alive. I continue to glean interesting and useful info from the newsletter. For instance, the label on the address section states my subscription expires this month!! (Whoops). Sorry about being late, again.

Added a new grandchild, a girl, and number 12, to the clan last year. And Great grandchild number 1 is due in September. Oh boy, I've been retired for only four years, how can this be??

There's still a standing invitation to anyone interested in playing golf in the Spanaway, Washington area. Contact me for a round of continuous laughter.

Till next time. Best regards to all good guys and gals. **Denny**

FRED & DOROTHY NICHOLS—3483 Princeton Corners Dr, Marietta, GA 30062 fdnichols@aol.com
Another year slipped by before I was ready. Sorry I'm a little late . We had our first grandbaby in for a visit and everything got put on hold. We are doing great. I had hernia repair surgery in the spring and my golf handicap went down four strokes ...go figure. Keep up the good work. We enjoy the news.
The best to all. **Freddy**

RICHARD R. NICHOLSON—1862 Grosse Pointe Cir, Hanover Park, IL 60103
Dear Cleve; Had mild heart attack last Thanksgiving. Rheumatoid arthritis in both had and both wrists. And this is only birthday number 70!
If I could, would go back to work tomorrow!
Dick

Canadian Capers

There has been a lot of misinformation floating around about the recent 400 divert into North Bay. Here are the facts.

During cruise flight at fl 370, the flight crew noticed a momentary \hyd\ eicas message. Further investigation of the hydraulic synoptic indicated fluctuations of hyd quantity on all four hydraulic systems, with indications as low as 20%.

These indications were followed by fault lights on all four hydraulic systems.

Faced with the possibility of a loss of all flight controls in high speed, high altitude cruise flight and the presence of a \big e\ emergency airport 120 nm ahead, captain Ford elected to configure and trim the aircraft for approach and landing before a possible loss of all hydraulic systems occurred. This would allow for the possibility of continued controlled flight through differential thrust management.

Subsequent investigation revealed a failure of the hydraulic quantity interface module (hyquim). when the hyquim fails, it is supposed to blank the display, not generate spurious low quantity messages. this failure is under investigation by Boeing and UAL.

Given the situation they were faced with, the 400 fleet feels Captain Ford and his crew exercised superior judgment. Their actions were totally in compliance with the FAR's, UAL policy and the ALPA code of ethics.

Bob O'Brien 747 fleet captain.

BOB ODGERS 4632 Woodland Avenue Western Springs, IL 60558 captainjetblast@juno.com
Dear Jock: Enclosed is annual news item along with a check to Cleve (Have sent a copy of this to him with check enclosed). One day before 71st birthday month close out!

Again may I add my profound thanks to all you folks who are dedicated to getting the news out to the retirees. This past year was especially memorable because of the contacts through the *RUPANEWS* that again afforded me some excellent advice. Perhaps I can return the favor with this letter.

Humana Gold Plus HMO. I enrolled in this plan, which offered the same physicians and hospitals as we were currently using. At \$5 co-pay per visit, and \$10 for mail order of 2-3 months prescription, plus a raise in my pension check from UAL. All was well until I took a belated physical exam last year and was discovered to have A-fib and referred to a cardiologist and put on the blood thinner Coumadin. The cardio man does all the tests and puts me on Lanoxin and Atenol (Supposed to slow and strengthen the heartbeat.)

I started getting dizzy spells and getting pooped from normal activities. I went back to the family Doc and relayed the symptoms, and had the temerity to suggest that perhaps I was ODing on the medication, and that maybe a review was in order. He flew into a rage and stated that he was the doctor, and he would "Bet the practise" that I had coronary blockage! An immediate angiogram was ordered, which disclosed nothing! This, in addition to a stress test, echocardiograms, ekgs, x-rays, and MRI. Hmmm!

About this time the Family Doc Practise decided through Doc's Assn. to drop Humana Gold Plus HMO, thus setting the Ops bailing out to "other" programs or returning to the PPO.

I looked at the crowded waiting room, late appointments, and decided that I was not going to get better care by returning to the old system – especially since the FP and the cardio man were not exchanging rests, views, etc. (What do you expect from Doctors, service?) And people complain about airlines!

So, I changed to a geriatric internist in the next town and kept my HMO. After our initial physical and interview and tests ...He stopped my heart medications that had now slowed my heart beat to

30 BPM! Unfortunately, the heartbeat did not return to "normal" (I had always had low pulse, low blood pressure ...which is great if you are a working pilot) and he referred me to a Electro Physiologist (Cardio man dealing with the electrical system of the heart). After the EPC man evaluated ALL the testing and reports, he recommended a Pace Maker for my situation, as his diagnosis was that the electrical system of my heart was wearing down due to age, and felt this was the way to go.

I called some RUPA pilots with Afib and Pace Makers to get some real information, and I received some very helpful advice and true life experiences. (Which turned out to be a blessing for information that happened to me) I then went for the Pacemaker installation. Worst part of the procedure? Having to stay in the zoo overnight! (e.g. Waking me up at 0530 to weigh me!?) A Tech Rep adjusted the Pace Maker to factory specs and I skipped and hopped out of the hospital feeling like the proverbial million bucks! but, as we all know from our new cars, when I went back to the EPC man for a one week check upanother EKG and "adjustment" was made to the PM. Within hours I was feeling pooped and dizzy again. . .but, I remembered the same thing had happened to a RUPA man. Back to the EPC man, and he adjusted the BPM to a higher setting ...and zowie! I was back in business again! In all respects. I liken this to the purchase of a car that drives like a dream when you leave the dealership, but after you take it in for a 1000 mile "check up" you pick up the car and at the first stop light it coughs and lugs and misses! So, back to the dealership, where they say, "oops, we set the timing a little slow"

So! What has this to do with pilots and HMOs? I have piddling complaints about my HMO ...my complaint is really with the Medicine Men and me. I hated to acknowledge that I really needed a geriatric assessment and it is my personal belief that as we age (Medicare?) we really need to evaluate whether a Family Physician is the answer for the aging population. If you are getting the "5 minute" office visit, are you really with the right Doc or program? I would be happy to pass on information to those interested, just as I thank the guys from RUPA for helping me by publishing and posting accounts of our problems.

Déjà vu? Glad I'm not facing another merger, or fun & games with contracts and negotiations. IMHO (based on personal observation and flying together) the pilots of UAL are fortunate to have Captain Rick Dubinsky leading them. I really believe that Rick would have eventually been VP of Flying, had he been handled a little differently in the early years at UAL. (The long hair grievance) A more professional flyer and genuine concern for the passengers would have been hard to find, along with a dedication to United. You cannot intimidate him! That fact, coupled with an intelligent pilot, and you have someone that UAL does not know how to reckon with.

Bob

RAY O'SHEA Englewood, CO. coshea@datsit.com

Greetings & thanks to all those first line Rupians who make the RUPANEWS happen.

This note is over a month late but it seems that the faster I go the behinder I get. Travels took us to HNL & Kona this June we were able to get 1st Class to and from. Attended a Luau, Golfed & circled the big island. We visited old haunts in HNL. Visited Spokane folks in June before the travel crunch began.

Here in Colorado we hope to contain the forest fires before we lose more homes, landmarks and of course the lumber supply.

Mahalo R.O.

STEPHEN W. PAHS; DENVER CO #5060.5
LAX DEN SFO JFK DTW BW.I DEN 1955
1988 Stamp fund check sent to Treasurer

My magic month of June has slipped by again... Mary Jo & I spent March in SW Spain at Rota Naval Station. We took every tour available and now really have an appreciation and knowledge of that area... It is a great vacation area and the US \$ is very strong! It is interesting to find that most Europeans do *not* believe the Euro is a good thing... We were unable to use Military Space A to Sardinia, as planned. Nor, were we able to return this way to the US. Many military personnel with their families were traveling. However, we did get a hop on a USAF Reserve C-5 to Frankfurt. As a former Naval officer; I think anything as big as the C-5 should be in the water!

April; our USAF pilot class '52A had the reunion

at Ft Walton Beach FL. Great get together. As our ranks are fast thinning; we get together every two years. 2002 will be at DAL/FWA.

Last week of May, I had RH Rotor-cuff surgery. Got the sling off last week. Doing a lot of physical therapy. No shotgun shooting until October. Will not be looking forward to another hospital visit soon... JULY: renewed my Certified Instructor, Instrument Instructor & Multi-engine Instructor licenses. Then renewed my FAA First Class Medical with NO WAIVERS. In this note: On several trips to Europe; I have made it a point to visit with the various Airline pilots. It seems that their airline companies and countries allow their pilots to fly into their 70's; through our nation's airspace and landing at our airports... I can only surmise that we pilots in the USA do *not* have "the right stuff"!!! And ALPA, UAL Management and our own government concur... In Sept, we are going to Upper Bavaria: Munich; Passion Play at Oberammergau; staying at US Armed Forces quarters in Garmisch and Chiemsee. It is important that we *diet* before going on these extravaganzas so as to be in training for the Weinstubes, etc.

Steve

CHUCK PODHASKY Cepodhasky@aol.com
Great to read the letters although not too many are familiar anymore. Nearly cashed it in myself in May. ER and then cardiac intensive care for nearly a week, then got a pacemaker and on the mend . Later son Joe from Duluth and grandson Joe from San Francisco took the old man on a fishing trip, so that is the good news.

The end of June, Carroll and I drove to N.D. for our 60th. class reunions. Same night but different counties. we had a great to trip and very little traffic. Our families were altogether in Duluth for Christmas then later we got together with Carroll's family in Minneapolis. Good weather the entire time. Too old to stand around airports so bought tickets on Northwest. With daughter Paula in D.C. area and our son Joe in Chicago area now, shouldn't be too difficult to visit in the future.

Will miss the convention this year but hope on my 80th. to make it in 2001. A big thanks to all who get the news out.

Chuck Podhasky

WALT RAMSEUR Millbrae, CA.

Here it is July already and just five months before Christmas. The stores will probably decorated by the time you read this. My plan to write every 18 months did not slow the passage of time.

I spent my birthday having dinner at Churchill Downs in Louisville KY with the National Organization to Insure a Sound Controlled Environment (NOISE). This is a group that works with Communities, the Airline Industry and the FAA To find ways to lessen the noise impact of a rapidly growing industry, particularly Air Freight which due to expanding e-commerce has a greater noise impact during the night hours.

I can't help but get involved with my wife's activities, since as a member of the San Mateo County Board of Supervisors she is Chair of The San Mateo Community Round Table and Vice Chair of The Regional Airport Planning Commission.

The Industry that You and I helped to become so successful is drowning in its success. It is rapidly being choked by the lack of concrete on which to land and taxi. The problems confronting today's pilots such as Land And Hold Short and Simultaneous Offset Instrument Approaches are all attempts to add another half pound of sand to the five pounds already being put in the proverbial one pound bag.

I was most pleased to see Captain Dan Ashby, Chair of ALPA Council 34, and the Chair of The Local Air Traffic Controllers' Association attend and speak at the most recent RAPC meeting, quite a change from the usual Chicken Littles who show up at Public Hearings. It is unfortunate that the most vocal attendees at Public Hearings are the anti-change group and the more far out (Those contrails are really poisonous gasses) they are, the more attention they get from the media. All of this makes it difficult for elected officials to do what needs to be done.

Being a local elected official is a lot like an ALPA office. It is hard to represent a group who are working or out playing golf and hate going to dull, boring meetings. I'll get off my soap box and thank retired Captains Jay White and B S Smith who join me on the Northern California Airspace Users Working Group. We were successful in avoiding a huge air space grab and produce a

much more sensible SFO Class B Airspace. I also want to thank Cleve and Jock and all the others who spend countless hours on our behalf.

Mary and I are very grateful for the good health of all our family. Bless all of you who are caretakers of those less Fortunate. Next time I'll write about our trips and exciting adventures.

Walt.

JACK RYMER—2325 Quiet Place Dr, Walnut Creek, CA 94598

Dear Cleve; Only forty days late! Enclosed is a cheque for \$25 , the extra for beverages for the Stuffers. We unfortunately can't make the potluck. Mary has been pretty screwed up for quite awhile with her knee and finally got a bright, shiny new one three weeks ago. The Doc says it will outlive her. She's progressing well. I'm still healthy as ever (famous last words) and am still selling real estate. You can't buy money with happiness. Cheers, Jack

RICK SABER—828 Pt. San Pedro Rd, San Rafael, CA 94901

Ahoy Cleve, Here's my gold dust for another fine year of staying connected ...glad I'm not tilting windmills in the fight with the Big Bad Rich Wolf.

Just back from three weeks at sea aboard *Dewaruci*, a 191' Indonesian Barquentine. Participating in OPSAIL 2000 on the East Coast. My duties were as Liaison Officer to the Captain, crew and 77 Midshipmen. Besides the lifetime thrill of sailing into New York Harbor with about 170 other tall ships, and their illumination on the 4th of July by 150 tons of fireworks, the "Middies" honored me with the title of "Elder Brother Cadet". This was given following many discussions with them on topics of Democracy, leadership values, teamwork and our Armed Forces, many of these discussions taking place 92' up on their foremast... life has not been boring.

Happy Contrails, Cap'n Crunch Saber capt-crunch@mindspring.com



DICK SANDERS 31079 lands end lane westlake ohio 44145

Musings.

We had a terrific meeting last week at TJ's in Wooster with our largest North Coasters' gathering yet. Always co-ed, I thought I counted 24 in attendance. Join us if you are in the area. Third Thursday, TJ's, Wooster

About the same time, I was reading the latest issue of *RUPANEWS*, and, as always, recognized the names of so many of the contributors. Dick Cosgrave's notes reminded me of the many hours and years he had spent in our behalf in negotiations with the company. Belated thanks, Dick. We echo your sentiments in regard to the current negotiations.

And a couple of pages later a note from longtime friend and professional standards colleague Tom Lambrick. He laughed at Ham Wilson and Jim David about as hard as I laughed at he and "Tillie". You used the plural "our" in your article Tom. Who was your passenger as you headed for the cattails? I would love to take you up on your open cockpit offer if you will let me check the tires before we fly.

And finally, the Harvey Watt aviation medical bulletin is the best piece of mail that comes into our home each month (next to the *RUPANEWS*). It is just full of great tips on life) health and well being. Their toll free number is 1 800 241-6103. All's well in Cleveland.

Best regards, Dick

HARVEY SAYLOR, PO box 1039, Colfax Ca. 95713-1039 56 - 91 SFO

After 8 years of retirement I decided to buy a 1/2 interest in a light plane (M-20E), only to find I needed a single engine license and a FAA check ride!!!

Another PC after all. All in all its been surprisingly fun. Went to Oshkosh but didn't see anybody I know. The going and coming were the best part of the Osh trip looking at all those familiar places from low altitude. Could have used a little dispatch help in a spot or two.

Check to Cleve.

Harvey

E.R. SCHWAB MDW, SFOEG, ORD, SFO,
DEN, SFO

The *RUPANEWS* has been thin for the last several months, so time for some round engine memorabilia before I forget I ever flew one. First, an apology and request for factual dates. Never kept a log book after my ATR, so dates and airplane numbers are lost to me forever. A little help from those who kept a book will fill in the gaps.

In the early 1960s, a United DC-6B was approaching FWA in the early winter in conditions that were not good. Upshot was a departure from the runway with the airplane coming to rest against the VOR antenna which led to the most famous captioned photo in airline history.

"Cleared direct to the VOR." This is the story of what happened to the airplane.

A hotshot maintenance crew was flown in from SFOMB to survey the aircraft and the decision made to salvage. Dragged out of the freezing mud and on to a hardstand, it was determined that all four engines and propellers would have to be changed and all the landing gear doors were a loss. Landing gear struts and sway bars were deemed satisfactory for a ferry flight to SFOMB. Engines and props were trucked in from ORD, and then the weather turned cold, bitter cold, and stayed that way. No hanger, so all the work was done behind plastic sheeting, and you couldn't pick up a wrench without wearing gloves. The gear doors were cut to accommodate struts and sway bars, then closed and taped. The ferry would be gear down. There would be no supercharger for cabin pressurization, cowl flap motors and flap actuating rods were removed, and the engines installed with generators, feathering pumps and hydraulic pumps and cowling, and that was it. The fuel tanks were o.k., and that would permit a one-stop ferry from FWA to SFO.

After a month of working in conditions that were terrible, the aircraft was ready for flight. My ferry crew and I arrived from SFOEG with ferry permit in hand. I had determined that we would fill the fuel tanks, take off and circle the field for a quick check of adequate airworthiness and then set course for our fuel stop, DEN. After what seemed forever, the engines and oil temperatures were finally up, and we made a normal takeoff. We circled the airport to visually check the flaps up, con-

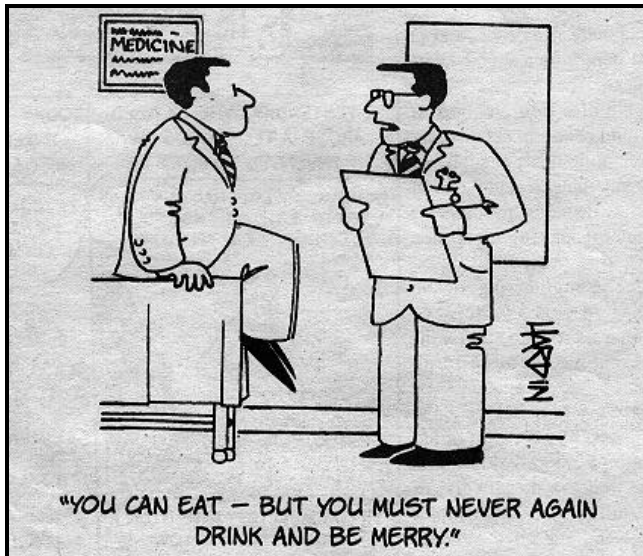
trols normal, and headed west. Our radio contact with the maintenance crew was a sigh of relief. The first thing we found out was that free floating cowl flaps don't really trail. They just sit out there and flap. The second thing was that the cabin heater didn't work for more than five minutes at a time and very little heat got to the cockpit. The third thing was that all the cabin service had been left on board, and that included blankets. At SFOEG, we wore leather gloves when we flew and were glad we had them with us. The UAL leaning procedure called for a cylinder head temperature of 204c, and after about an hour, we knew why. The engines began to run rough and we were obligated to run at max cruise horsepower in auto lean. The further west we flew, the warmer it grew, and that was good. We were also burning more fuel than was anticipated, and that wasn't so good. We could just make DEN. Flying a DC-6 at 140 knots was a bummer. It was amazing how friendly and helpful airplane pilots were. We were constantly reminded that we had left the landing gear down. I finally just said that the gear handle had broken off.

At Denver, we arrived with loaded up engines, five hours of flying under our belts, and nearly empty fuel tanks. I was amazed that they parked us at the terminal instead of the hanger.

The airplane was a mess, dirty, with cowl flaps drifting around in the wind and some of the famous 600 MPH tape trailing around. Not a very good sight for the passengers in the terminal to look at. I asked maintenance to cut off the loose tape and replace as necessary and fill the tanks. I headed off to flight plan.

When I got back to the airplane, things were not going well. My FE was surrounded by an FAA maintenance inspector, a supervisor, and several mechanics. They had a laundry list of items and serious questions about oil leaks. After some discussion, review of the ferry permit, and a few phone calls, they threw up their hands and stormed off. I had promised not to fly over populated areas. When I got into the cockpit, I was startled to notice a visible bend in the radio rack support, a major piece of structure. How had we overlooked that? We were flying a droop snoot. Engine burnout procedures really do work. Those engines cleaned right up and we were on our way

to SFO, using the old mainliner route over CYS and RKS, counting the hours, and sucking on our pipe stem oxygen. Coming into SFO, we were a little better on fuel and a little worse where our bodies met the seat cushions. The first leg was a steep learning curve, but the second leg was more routine. I made one phone call at SFO to the structural engineer and told him to "put a transit on that airplane before you spend any money." A month later, after extensive repairs and a new paint job, the airplane was back in service.
Bob Schwab



MRS. HOLLIE SHULTZ—23020 Nadine Circle, Torrance, CA 90505

Contrary to popular belief, there are still those among us who would like to hear more from some of the so-called "pioneers." Jay's birthday August 24th. Here's my check to keep the RUPANEWS coming. I read every word – just in case. Hollie I agree Hollie. Maybe this will stimulate some of them to relate a few experiences for us. Ed

DAVID F. SPECHT 10223 Grovewood Way Fairfax, Virginia 22032 703-7492, Cptds7474@Aol, Jfk, Dca, Ord, Cle, Ord, Jfk, Lax, Ord. 4/20/64 - 10/1/98.

Cleve, Jock, and stuffers: Thank you for all the work done in putting out the RUPANEWS that I so enjoy receiving and reading. Enclosed are my dues and a little extra for the refreshment table. Like many of my fellow retirees I have found that time slips by fast. October 1 will be my second retirement anniversary. However, I'm still flying. You can take the individual out of flying. But, in

my case, you can't take the love of flying out of the individual.

On 12 Oct. 98 I was in Jetstar Capt. School at Flight Safety Inc. in Atlanta. The corporation I was working for had big plans to increase their flying by obtaining a Part 135 certificate. That never happened, so ten months later (Jul. 99) They let me go.

I then said to myself maybe the Good Lord was trying to tell me something. Something I was too thick in the head to figure out for myself and that was, to really retire! So I did. But boredom set in around 8 Nov. 99, and with my wife Sandra's blessing (My Thick Head Not Withstanding), I once again found myself surfing the net looking for a flying job. I found an interesting advertisement, sent them my résumé and the following day they called to set up an interview.

On 17 Jan. '00 I was back at Flight Safety, this time in Tucson, Ariz. in school on the Lear 60 for Bombardier Aerospace Flex Jet Division. This is a young company and everyone here, from management on down, is a delight to work with. Yes, this also includes the crew desk personnel, not to mention the young men I am flying with. Average age 34 with an average of 4,000 hours in their log books.

The aircraft are all very well maintained and new. None older than five years. They reach this point and they are sold.

Although I am the only retired United Captain on their seniority list, there are other retired airline Captains here. Five American, four Southwest, and One Continental. The number one pilot's date of hire is, 3 May '95. My when hired was 363, it is now 302, and 413 is the Jr. Man, Hired 17 Jul. 00.

If any of my fellow Ruparians have any questions either for themselves or a family member with regards to the type of flight operation I am involved with, please feel free to contact me, as I would be more than happy to all your questions.

Dave

HENRY A. SUTA—6770 Youngfield Ct, Arvada, CO 80004

Dear Jock: We got so busy with summer that I almost forgot RUPA, almost! Two of my brother laws and their wives came to visit us and then the

six of us drove to Montana to visit my brothers and sisters. We then toured Waterton Park in Alberta, Glacier Park, Hungry Horse Reservoir, Flathead Lake, Yellowstone Park, The Grand Tetons, Flaming Gorge and Dinosaur Park. I ended up doing most of the driving. Folks just don't do well trying to drive and be a tourist at the same time. I know that trucker, my brother scared, agrees! Here is my postage check. Thank you folks for all your efforts. *Henry hasuta@Juno.com*

ROBERT J. SWAIN—3232 Roderick Rd, Frederick, MD 21704 301-8302

To those fellow pilots that make RUPA and *RUPANEWS* The fine organization it is; It is with great pleasure that I send you the first of many checks to come, I hope. Thanks for the free copy I was sent this month; you know the way to get a pilots attention. It was a thrill to see many of the names I have known for years that are now active in RUPA.

To bring you up to date; I retire Oct 21, now that ALPA has gotten us our Lump sum payments without having to retire early. At present I plan to serve out my term as IFALPA Regional vice President North Atlantic. That will take me into April 2002 and believe me it is a full time job. Also was recently appointed as lead for the ALPA NAS Modernization Strategic Initiative. No I don't know what that means, all I know is, it too is a full time job.

My wife Melanie and daughter Melissa (11) and I plan to continue living in Frederick MD for at least the foreseeable future. Almost anyone (there are notable exceptions) is welcome to stop by anytime using the fish rule for length of stay. We are conveniently located to Gettysburg, Washington etc.

Well I must rush off to ALPA Air Safety Forum where for the second year in a row a United pilot (Wood Lockhart and Ray Brice) is receiving The ALPA Annual Air Safety Award. These guys are legends in the Association and I am proud to be able to say I knew them when. **Robert Swain**



RONALD H. TAFT—91 Pasatiempo Dr., Santa Cruz, CA 95060

Hi Cleve! In response to letter from Frank Kilgore in August *RUPANEWS*, pages 20-21 about PAA Clipper – Capt. Was Dick Ogg, and F/O was Lee Kaaker. Dick passed on a few years ago – Lee may or may not be around. If he is, he can be located at the Los Altos Country Club.
Ron

JERRY THOMAS thomas@qconline.com

A Month Late! Made it to 70. Health good as far as we know. Going to Germany in September to make sure they are still making beer. Not much else going on here. Our email address is **Jerome (Jerry) O. and Loretta Thomas**

RON AND MADELON WEBER, 1418 Crestwood Ct., San Mateo, CA 94403-3915 YIP-DEN-SFO-LAX-SFO, 1965-1998, rweberinsm@aol.com

Hi, Jock,

Here's a switch...check to Cleve was on time in June, but I'm just now getting around to writing this note to you.

Y2K preparations were fairly complete last year, but the only "disaster" to come of it was a glitch in my checking account in January...or was the glitch in my Quicken account on my Macintosh... I'll probably never know...meanwhile, would anyone like to buy some canned beans?

The year was fairly uneventful. We're enjoying the 1965 Porsche (original owner) which has recently been restored. The rally at Sedona (almost 150 vintage Porsches) and at San Luis Obispo (more than 150 Porsches) was a lot of fun. The little airline travel that we have done has been difficult. I gave up attempting one midweek trip SFO-PHX after spending all day at the airport. Another trip, SFO-IAD and return, was extremely hectic; no SA's were accommodated for 4-5 departures. The media would have us believe that the pilots, who are refusing "overtime," are the cause of the delays, cancellations, etc. My personal belief is that all the "available space" is being sucked up by the people who are buying their tickets from Cheap Charlie, Priceline.com, Travelocity.com or other dot-coms. The listing information provided by the 1-800-UAL-LIST system has, at least for me,

proven to be totally inaccurate, and I believe it is the "dot.commers" with the cheap tickets who are making SA travel a nightmare.

A big event for us this year was a family reunion in Asheville. The Blue Ridge Parkway from DC all the way to the Smokies was a pleasurable drive.

Madelon is still enjoying oil painting, and during the last year has attended several one-week artist seminars at Scottsdale. She continues taking lessons several times a week in our area and does well with her oil paintings at the San Mateo County Fair, but her competition is tough--the "Best of Fair" was awarded last year to Sunee Jines, wife of Ruparians Milt Jines.

As for me, I'm still computing, learning to play the piano by ear, and trying to catch up on all the "honey-do's, some of which go back to "pre-strike."

Will I ever catch up?

Best regards,
Ron Weber

BOB WEIMAR—3422 Long Lake Dr, Olympia WA 98503 olyrain@40l.com
SEA, LAX, SEA, SFO, SEA, ORD, LAX, HNL
Well, 1999 was a great year and we added another grand daughter to our Fold. (#4). My two years of fighting leukemia has paid off and the "remission kid" has been released from all further tests. Chemo did it, but it must of knocked my memory to hell when I lost all my hair, I just realized that I've missed a few years of keeping in touch so here's a check for the lost years. The last *RUPANEWS* I have is Vol 1 #11 could you send me the ones I'm missing ? My check is in the mail. PS, we plan on going North in August in our trawler *Untied II* and this time we might make Alaska ... **Bob W**

MARCELLA WILEY-THEIS—500 W. Camino Encanto #206, Green Valley, AZ 85614 520-625-7715

Dear Cleve: This should be the final address for me! On August 1, I settled in at Silver Springs, a retirement, assisted living community here in Green Valley. It has just been opened and already half filled. A resident, who finds they need assistance care, remain in their own apartment home and receive their health care needs! Sounded

good to me so here I am. Interesting people and excellent food any time of the day. Regards to the members of RUPA. **Sally**

JOHN WOLFSHEIMER—3728 Louis Rd, Palo Alto, CA 94303

Dear Cleve, Enclosed is my yearly stipend for mail.

Had a terrible year since I saw you last August. Heart attack, kidney failure, angioplasty, etc. Spent 32 days in the hospital.

Am on kidney dialysis three times a week, having a hard time.

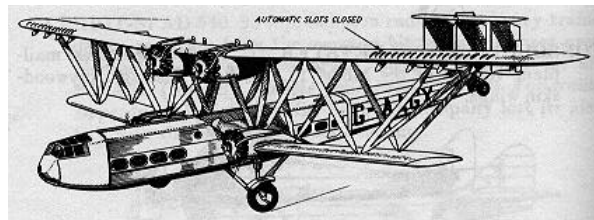
Enjoy reading the *RUPANEWS*. Hope to be able to attend the SFO picnic.

Regards and best wishes to all. **John**

Time to Spare?

In this time of flight delays . . . There is the story of a passenger on Britain's Imperial Airways, a company which pioneered air travel between England and Australia in the mid-1930s.

"If you have time to spare, go by air," was the popular expression of the day. Airliners were both slow and incapable of flying long distances. One of the very first flights took off from Croydon Airport near London and flew to northern France where it was delayed extensively due to bad weather. When it arrived in the south of France, one of the engines had failed and it was



necessary to wait for another engine to be shipped by sea from England.

There were further lengthy delays along the route in Rome, Cairo, the Middle East, etc., until finally the flight had progressed as far as Singapore.

At this point a lady passenger asked the manager in Singapore if he thought the flight would arrive in Australia in the next few weeks because she was expecting a baby shortly.

"My dear lady," he replied, "you should never have commenced your trip in that condition."

She replied, "I didn't."

United Surcharge Peeves Seniors

By Greg Griffin

Denver Post Business Writer

August 22, 2000 - Forget canceled flights and multihour delays. Denver-area seniors are steamed at United Airlines because of how it's treating local members of its Silver Wings Plus program.

The Chicago-based carrier has singled out Denver for a \$20 surcharge in its discount club for travelers 55 and older. Denver Silver Wings travelers also are barred from flying on the less expensive United Shuttle.

United officials said they added the surcharge and restrictions to bring fares closer to competitors' in Denver. Even with the charge, United spokesman Kurt Ebenhoch said, the airline generally offers Denver seniors lower fares and more direct flights than the competition.

But for Jerry Kintzle, a semi-retired investment banker, the move is an example of how United mistreats travelers in its Rocky Mountain hub, where the airline operates 70 percent of flights. "They're really sticking it to the Denver people," the 58-year-old Silver Wings member said. "It's just another way of gouging us here in Colorado because they have a monopoly."

Tom Kerver, a 65-year-old high-mileage United Airlines customer and Silver Wing flyer, said he's dropping his membership.

"There have never been any restrictions on Denver before," said Kerver, business editor for Cablevision magazine. "Each year they've raised prices and increased the general restrictions, which is probably to be expected. But what makes me mad is that Denver travelers have to pay more this year."

For Kintzle and Kerver, the surcharge and restrictions have rubbed salt in the wounds United has inflicted on Denver travelers this summer.

Notice of the Silver Wings changes were buried in the fine print of information United recently sent to the 650,000 members of the program nationwide. Not only are flights in and out of Denver subject to the surcharge, but Silver Wings travelers may not use the United Shuttle, which provides cheaper, no-frills service to Las Vegas, Phoenix and Salt Lake City. The changes go into effect Sept. 1.

Airlines use discount programs such as Silver

Wings to lure leisure-minded senior travelers. Silver Wings participants pay \$75 for a two-year membership, making them eligible for discounts on air travel, hotels, rental cars and cruise vacations. In addition to periodic special offers, members may buy up to three \$25 certificates good for discounted fares on four round-trips anywhere in the United States.

Ebenhoch said the Silver Wings discounts are based on a mileage system. In other words, a roundtrip flight of up to 500 miles anywhere in the United States will cost \$118 beginning Sept. 1, or \$98 for the shuttle, while a flight of 3,000 to 4,000 miles will cost \$238.

When United compared those prices to its competitors' senior discount fares, it found the Silver Wing prices were far lower for flights in and out of Denver, Ebenhoch said. So the surcharge was added and shuttle routes from Denver were eliminated, he said.

"Even with the \$20 surcharge, the Silver Wings fares are lower than almost anything else in the market," Ebenhoch said.

Round-trip Silver Wings air fare from Denver to Los Angeles will be \$238 starting next month, while flying to Atlanta and back will be \$258, including the surcharge, he said. Ebenhoch pointed out that members of American Airlines' seniors discount program will pay \$278 for each of those flights beginning in October.

But the favorable comparison doesn't hold up on all routes.

Members of American's senior program will be able to fly from Denver to Chicago round trip for \$178, while the trip will cost Silver Wings members \$218 including the surcharge.

A trip from Denver to Cleveland will cost seniors \$178 on American and \$238 on United; Denver to Dallas will be \$198 on American and \$218 on United.

Kerver, who travels more than 100,000 miles a year on United, was not impressed with the carrier's explanation, and he plans to switch as much of his leisure travel as possible to American. He pointed out that seniors traveling from Colorado Springs or Albuquerque and connecting through Denver won't pay the surcharge. "That's more mileage for less money," he said. "They didn't think this through."

Detecting Hearing Loss

It's been called a silent epidemic. An estimated 28 million Americans suffer from partial or full hearing loss. This problem now affects about one out of three people over the age of 65. And a growing number of people between the ages of 45 and 64 are also affected by hearing loss. The national Centers for Disease Control and Prevention says hearing problems in that age group have increased 26 percent over the last few decades.

Hearing loss can be subtle at first. Voices may sound as loud as ever, but certain words may become harder to pick up.

The quiz below may help you decide whether or not you have a hearing problem. If you do find you have a problem, don't just blame it on getting older. See your physician to rule out correctable causes such as earwax, inner ear infection, side effects of common medications, circulatory disorders, hypothyroidism, Paget's disease of the bone, and rheumatoid arthritis.

If there's no correctable cause for your hearing loss, hearing aids and other devices can help you reconnect with the sound around you.

I have a problem hearing over the telephone.

Almost always - Occasionally - Half the time - Never

I have trouble following a conversation when two or more people are talking at the same time.

Almost always - Occasionally - Half the time - Never

People complain that I turn the TV up too high.

Almost always - Occasionally - Half the time - Never

I have to strain to understand conversations.

Almost always - Occasionally - Half the time - Never

I miss hearing some common sounds, like the phone or the doorbell.

Almost always - Occasionally - Half the time - Never

I have trouble hearing conversations when there are background noises.

Almost always - Occasionally - Half the time - Never

I get confused about where sounds come from.

Almost always - Occasionally - Half the time - Never

I need to ask people to repeat themselves.

Almost always- Occasionally- Half the time- Never

I especially have trouble understanding the speech of women and children

Almost always - Occasionally - Half the time - Never

I have worked in noisy environments (near assembly lines, jackhammers, jet engines, and so on).

Almost always - Occasionally - Half the time - Never

Many people I talk to seem to mumble.

Almost always - Occasionally - Half the time - Never

People get annoyed because I misunderstand what they say.

Almost always - Occasionally - Half the time - Never

I misunderstand what others are saying and make inappropriate responses.

Almost always - Occasionally - Half the time - Never

I avoid social activities because I cannot hear well and fear that I'll reply improperly.

Almost always - Occasionally - Half the time - Never

To be answered by a family member or friend:

Do you think this person has a hearing loss?

• Almost always - Occasionally - Half the time - Never

Give yourself 3 points for every time you checked "almost always", 2 points for each "half the time," 1 for every "occasionally," and 0 for "never." If you have a blood relative who has a hearing loss, add another 3 points. What does your score mean? The American Academy of Otolaryngology Head and Neck

Surgery recommends the following: 0 to 5 points: Your hearing is fine. 6 to 9 points: You probably should see a doctor.

Seattle solution

Your hearing has been damaged by 20 to 30 years of aircraft noise, props, jets, doing walkarounds when other aircraft are starting. Taxiing, running up, etc. Even air noise for 10 or 12 hours in the cockpit.

You have a claim for hearing aids and some compensation for your hearing loss!

First, go to the best hospital or doctor (Mason Clinic, Mayo, etc.) and have your hearing checked and have a complete audiogram.

Second, get your state's forms from the Department of Labor and Industries [in Washington 1 (800) 547-8367].

Some of us in Seattle have been buying our own hearing aids since we retired, even after 10 or 20 years, and we have won our claims. So, make your loved ones happy and put in a claim.

RNPA (Retired Northwest Airline Pilots' Association) February, 2000.

OBITUARIES

Thou, divine Death, to which everything returns
and disappears,
Receive thy children into thy star-studded bosom;
Free us from time, number, space;
Give us back the peace that life interrupted.

Leconte de Lisle, *Poemes antiques*, 1852

HEINZ, MILDRED LORRAINE

Mrs. Mildred L. Heinz, aged 84, passed away Thursday, August 17, 2000 in her home in Sacramento surrounded by her loving family. Born Mildred Lorraine Askew, Mrs. Heinz was raised in Wadena, MN, and lived in Chicago, New York, and the San Francisco Bay area, before moving to Sacramento 47 years ago. She served over 35 years as an RN and charge nurse for Mercy General Hospital. She graduated in 1938 from Saint Mary's Nursing School at the Mayo Clinic in Rochester,

Minnesota. She was recruited by Jack Knight, the pioneer aviator, to work for United Airlines.

Mrs. Heinz went on to become a chief stewardess for United in the early days of passenger air service from 1940-1947. In 1947 Mrs. Heinz married then Captain Emerson C. "Harry" Heinz in New York City. She continued her education receiving a B.S. in Nursing at the age of 65 and maintained an active nursing license until the age of 82. For over 35 years she helped raise funds for the developmentally disabled children & Special Olympics through United Airlines' Clipped Wings. She was active in Critical Care and the Retired Nurses Associations. She was treasured by her family for the unwavering love and acceptance she gave to all. She was preceded in death by her husband Emerson C. Heinz, *Sacramento Bee Sunday, August 20*

AGNES VAUGHAN

Agnes "Cookie" Vaughan, 82, wife of Capt. Virgil Vaughan DENFO, passed away in her sleep on the 23rd of July 2000. A Memorial Service was held on Thursday, July 27th at the Wellshire Presbyterian Church Denver.

Dick Wagner

HARRY ANDERSON

Henry W. Anderson, 81, a retired aircraft pilot who had flown for Pennsylvania Central, Capital, and United airlines, died at his home in Fort Pierce, Fla., of complications related to Parkinson's disease.

Mr. Anderson was born in Washington. He graduated from McKinley Tech High School and the University of Maryland.

During WWII he was a B-24 pilot in the Army Air Forces. He flew 45 combat missions in the Pacific.

After the war he flew commercial aircraft. He was based in Washington until the mid sixties, when he relocated to Florida. He retired from United Airlines in 1978.

His marriage to Jane Anderson ended in divorce. Survivors include his wife of 20 years, Anna Anderson of Fort Pierce: two sons by his first wife, Louis Anderson and Jay Anderson, both of Fort Lauderdale, a brother, Edward Anderson of Tucson, a sister, Jean Lavinder of Annapolis; and three granddaughters.

HAROLD "HAL" AYERS

Harold "Hal" Eugene Ayers of Bella Vista, Arkansas, a longtime resident of Lake Vermilion, Tower, died at his home on Thursday, June 29, after a two-year illness, during which he courageously suffered many complications. He was seventy eight years of age.

"Hal" was born in Herman., Minnesota in Roseville Township, near Morris, on April 24, 1922, the son of Arthur Clarence and Effie E. Sharon Ayers. He attended the Monroe and Seward Schools in Minneapolis and South High School in Minneapolis, from which he graduated in 1940. He was a student at Dunwoody Institute in Minneapolis for six months.

When war was declared in December, 1941, Hal enlisted in the Navy Aviation Cadet Program and ultimately transferred to the Army Air Corps, where he became an instructor in Boeing B17's and Consolidated B24's. He married Geraldine "Gerry" Virginia Miles on February 10, 1945 at ceremonies held in Bethany Lutheran Church in Minneapolis. The couple resided in Minneapolis, Pecos, Texas and Las Vegas, Nevada during World War II. On August 14, 1951, Hal accepted a position as Captain for United Airlines, where he was employed for twenty nine years until his retirement in 1980.

After short assignments in Salt Lake City, Utah and Seattle, Washington, he was transferred to California; where he was based for about twenty years before moving to Chicago then, in 1972 to Lake Vermillion, when they became owners of Bay View Lodge, which they owned and operated for seven years.

He flew out of O'Hare in Chicago from 1972 until his retirement. While in the service, he flew Porterfields, Rearwin Sportsters, J2 and J3 Cubs, Stearmans, Waco UP, FTs, Meyers OTW's, BT 13's, AT 6's and the Bamboo Bombers in training and, as an instructor, the B-17's, B-24's and B-29's. During his years with United, Hal flew DC-3's, DC-4's, DC-6's, DC-7s, Convair 340's, Boeing 720's and completed his impressive and enviable career as Captain on Boeing 727s.

He was a member of the American Legion, and served on the Tower Air ort Commission, to get an improved airport for Tower. Survivors include his loving wife, Geraldine

"Gerry"; two daughters, Jacqueline J. Geddes and her husband, James, and Sheryl J. Stephens and her husband, David; one son, James J. Ayers and his, wife; four grandchildren, two brothers, Clarence Ayers and Orville Ayers, and a number of nieces and nephews.

DENTON. Harvey Dayton

62 years of age; Airline pilot. raconteur, guitar player, passed away at his Mill Valley home July, 2000. Harvey started flying at age 16. He flew for the Air Force before joining Pan American World Airways in 1964. He transferred to United Airlines in 1986, retiring as a captain on Boeing 747s in 1997. Harvey's outgoing personality made him many friends. It is for this. his unstinting generosity. and big heart that he will be most remembered and missed.

Per his wishes, there will be no formal services. A celebration of Harvey's life will be held by friends at Gness Field airport sometime in September.

DAVID VAN KEMPEMA

Renate Van Kempema—1169 S. Alhambra Circle, Coral Gables, FL 33146

Dear RUPA, My husband, David Van Kempema, passed away April 24, 1999 after a three year courageous battle against esophageal cancer.

The newsletter has kept me informed on benefits, very much appreciated!

Thank you, Renate

SAMUEL WIPER

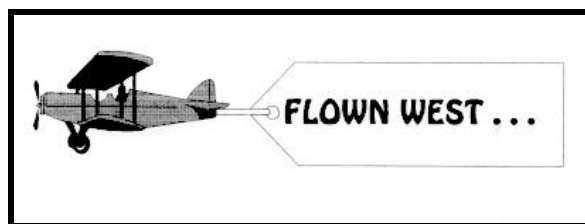
Samuel B. Wiper, 84, died Wednesday, July 19th. He was born April 23, 1916 in Sheldon ND.

An Army Air Forces veteran who served during World War II, he was a retired pilot for an airline, a 21


year resident of Las Vegas, and a member of Civil Air Patrol, Military Order of the World Wars, Retired United Pilots Association, Retired United Employees Association, Retired Officers Association and Air Force Association.

He is survived by his wife, Lillian of Las Vegas; son, Craig of Santa Rosa, Cal.; daughters, Karen Kohler of Bellevue, Wash., and Pamela Myles of Camas, Wash.; four grandchildren; and a great grandchild.

The family. requests memorial donations be made to Nathan Adelson Hospice.



DAVID VAN KERPEMA		24 APR 2000
WILLIAM C. BERGER*		30 MAY 2000
HAROLD AYERS	ORD	29 JUN 2000
SAMUEL WIPER		19 JUL 2000
HARVEY DAYTON DENTON	SFO	JUL 2000
HAROLD W. ANDERSON	MIA	2 AUG 2000
JAMES BECKWITH*	JFK	11 AUG 2000
*NONMEMBER		



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* – 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds – *Miles Grant CC* – 561-747-2796
2nd Tue. LAS High Rollers – *Summer Break* – 702-658-6168
2nd Thu. SE FL Gold Coast – *Resuming 12 Oct* – 561-272-1860
2nd Fri. PHX Roadrunners – *Resuming 13 Oct* — Dillon's – 480-948-1612
3rd Tue. DEN Good Ole Boys – *Country Buffet* - 303-279-4348
3rd Tue. NE FL—*Resuming 18 Oct* - 904-760-9736
3rd Thu. Dana Point — *Wind & Sea* - Contact number TBA
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-373-2283
3rd Thu. Ohio Northcoasters – *TJ's Wooster (Always coed.)*. 330-262-5811
3rd Thu. SEA Gooneybirds – *Airport Marriott.* – 206-242-1242
3rd Thu. TPA Sundowners – *Countryside CC. (odd mths. Stag)* 727-785-5971

Other Events

- 12 OCT SE FL Wives & Widows Lunch—*Deerfield CC*— 561-338-0570
30 SEP Guppy Gathering— *Depot Park, Sonoma*— 707-938-4575
23 SEP ALPA Co 33 Retirement Party Double Tree Denver
10 OCT McHenry Lunch—*Warsaw Inn*
18 OCT DCA Eddie O'Donnell Lunch (also Jan 17.) Belle Haven CC
26 OCT NY Skyscrapers Lunch, *Moreno's, Greenwich, CT*
27 OCT ALPA Co 12 Retirement Party, O'Hare Westin
3 NOV RUPA Cruise – *Mexican Riviera* – 800-966-6007

Deadline: Always the second last Wednesday of the month.

Mailing AKA Folders & Stuffers: Always the first Wednesday of the month

Oct Deadline – 20 Sep

Folder's & Stuffer's – 4 Oct



PERIODICALS

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