



# RUPANEWS

Journal of the Retired United Pilots Association

Volume 2, Number 10

(Journal 495)

October, 2000



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*Nitin Godwin*  
SUD CARAVELLE  
1961 - 1971

# RUPANEWS

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RUPANEWS (USPS 017-562) is published monthly, for members for \$20 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, 1104 Burke Lane., Foster City, CA 94404-3636

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## Editor's Notes

As I write, it seems that the Tentative Agreement to the pilots' contract reached on 26 August, which is currently being explained to the various councils by roadshows, will be ratified by the membership by a handy majority. If such is the case, the next problem facing UAL ALPA will be how to best deal with the proposed acquisition of USAirways by UAL.

This is, as Sherlock Holmes might have said "A two pipe problem", for there are many issues to be considered: the need for United to remain large enough to be viable in the coming global concentration of airlines; the ability to make a go of the acquisition without sinking in the heap of debt taken on; whether or not the Justice Department will approve the buyout, and a few others I haven't mentioned.

Topping the list, as far as the active pilots are concerned, is the manner in which, if the sale comes off, they will be treated under ALPA merger policy — as many of us know, merging seniority lists can be a contentious and expensive business. And in the final analysis, there is always the worry that the final product will not be seaworthy enough to weather the certain storms of the coming airline globalization. As retirees we are not completely immune to the problems of the future welfare of UAL unless we are in the position of the fortunate few who were able to earn enough for long enough to not have to now depend on their A Fund retirement benefits. So the airline business is still, as always, fraught with uncertainties.

Which brings me to the point of mentioning that *Flying the Line Volume II: The Line Pilot in Crisis: ALPA Battles Airline Deregulation And Other Forces* by George Hopkins has finally been issued, and is available to retired ALPA members for the price of a couple of drinks, \$10 including first class mail and handling - send a \$10 check to Pat Rider, Air Line Pilot Magazine, P.O. Box 1169, Herndon VA 20172-1169. I'm half way through my copy, and riveting reading it makes indeed for anyone who has retired in the last decade or so, as it details the events we lived our professional airline lives through. Indeed having been so close to the events chronicled might cause a few to quibble at some of Professor Hopkins' characterization of some personalities or events, but in general he is even handed and scholarly detached. I recommend reading it.

Another thing I recommend, for computer owners who get unsolicited messages about bad things about to happen—unless you call your representative, they're going to tax e-mail calls, or handguns. Or perhaps this is a chain letter to save a child's life, or maybe some giant computer company is giving away money just for your sending them an e-mail. Sometimes, though, it is a purportedly helpful message. I keep getting sent messages of such a nature by, I hope, well-wishing strangers, even sometimes by friends who have unthinkingly accepted them at face value and forwarded them to me, doubtless in the thought that the membership should be helped.

Usually I delete them, but on one occasion I actually threw one such piece in my "Fillers" file, for editors are always looking for timeless pieces of just the right length to fit the gap that has been left in one's copy. One can't merely end one's publication when has put in all the news items one has. There are certain requirements to be met. A magazine such as this must have, at a minimum, four pages—hence its pages must be divisible by four. Certainly, it would be possible, but reprehensible, for an editor not to provide his layout person with sufficient material so as not to leave a couple of blank pages, or have to resort to the clumsy subterfuge of placing lines on the sheets and calling them space for "notes". And since I am my layout person, I ensure that I have "fillers" of varying lengths. Anyway, I used this filler which purported to instruct one how to survive a heart attack when alone. A couple of months later a member informed me that this, if not exactly a hoax, contained misleading medical information. This perturbed me, for it is a prime editorial function not to knowingly pass on misinformation.

I am happy to tell fellow computer owners that I have found the solution in a site called "Urban Legends" the address of which is: <http://urbanlegends.about.com/science/urbanlegends/mbody.htm>.

There, one can call up the most esoteric information about Folklore, Net Hoaxes, Bad Science, etc. I promise all who sign-in a good browse. I will ask our Webmeister, Bruce McLeod, to put a link to this site on our RUPAWEB.ORG site. Happy Halloween. Ed

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Or Answering/FAX Machine..."1-800-787-2429  
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**Snowbirds & Others:**

**The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let 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.**

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**Annual Postage Fee.....\$20**

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**Attn: Tom Angelos  
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Denver CO 80207  
Phone 303-780-5537**

**RUPA Cruise Notes**

1. Hotel Reservations: Sheraton San Diego Hotel & Marina (about 5 minutes from airport) -they will pick you up at the airport. Hotel Reservations Telephone: (877) 734- 27267 (this is correct) - identify yourself as a "retired pilot" or RUPA or retired United pilot for discount rate of \$125 per nite + tax.
2. In order to get from the hotel to the Holland America "*Statendam*" on the day of the cruise, it is easiest to just take a cab to the ship - - it is only about 10 minutes away from the hotel.
3. Please bring your RUPA name tag if you have one. Temporary name tags will be supplied for those who don't have one. Oh, and don't forget your passports!
4. The cruise ship returns to San Diego on MONDAY November 13th. (Not Sunday).

*Floyd Alfson*

**24 FEBRUARY, 2000. Boy's Night Out --SF Clarion Hotel**

For planning purposes, please mark your calendars with this date. Further details will be published in the November issue, by which time we should have finalized some outstanding issues. *BNO Committee*

## TO ALL UNITED PILOTS' WIVES IN THE PUGET SOUND, WASHINGTON AREA

All pilots' wives are invited to join our local organization which was formed at the time of the 1985 strike. Our purpose is social and educational. The group was founded to promote and cultivate closer relations among spouses and families of active, retired, and deceased United Airline Pilots, offering support and providing information on topics germane to the airline industry and our community.

Please join us on Monday, October 30, 2000 at Larry's Market in Bellevue, Washington. Chef John Sarish, culinary advisor for San Michelle Winery and TV show on PBS channel 9 will give a demonstration on easy hot and cold holiday hors d'oeuvres. The cost is \$35 per person, which includes the demonstration, wine, and being able to eat the hors d'oeuvres he prepares.

Space is limited so please RSVP by October 26th to Margie Reid, (206) 232-7343. Payment in advance, please, to her at her address of: 4661 Forest Ave. S.E., Mercer Island, WA 98040. Remember.....space is limited!

Also please save the date of Tuesday, December 5, 2000, for our annual Holiday luncheon at the Seattle Yacht Club. Additional details will be available from Patricia DeMitchell at (425) 742-2368 or email at pakbd@cmc.net.

United States Postal Service  
Statement of Ownership, Management, and Circulation

1. Publication Title: **RUPANEWS**

2. Issue Frequency: **Monthly**

3. Issue Date for Circulation Data Below: **9/6/2000**

4. Issue Frequency for Circulation Data Below: **Monthly**

5. Number of Issues Published Annually: **12**

6. Annual Subscription Price: **\$20.00**

7. Complete Mailing Address of Known Office of Publication (not printer) (Street, city, county, state, and ZIP+4):  
**1104 Burke Lane, Foster City, CA 94044-3636**

8. Complete Mailing Address of Headquarters or General Business Office of Publisher (not printer):  
**Same as above**

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank):  
Publisher (Name and complete mailing address):  
**Retired United Pilots' Association 1104 Burke Lane, Foster City, CA 94044-3636**  
Editor (Name and complete mailing address):  
**Gordon D. Savage 2207 Thurman Avenue, Belmont, CA 94022-1547**  
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10. Owner (Do not check this box if the publication is owned by a corporation; give the name and address of the corporation immediately followed by the names and addresses of all individual owners, or holding 1 percent or more of the total amount of stock, if not owned by a corporation; give the name and address of each individual owner, if owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner; if the publication is published by a corporation or other organization, give its name and address):  
Pub Name: **Retired United Pilots' Association**  
Complete Mailing Address: **1104 Burke Lane, Foster City, CA 94044-3636**

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box:  None

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates):  
The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:  
 Has Not Changed During Preceding 12 Months  
 Has Changed During Preceding 12 Months (Indicate the date and nature of change with this statement)

13. Publication Title: **RUPANEWS**

14. Issue Date for Circulation Data Below: **9/6/2000**

15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		3,250	3,275
b. Paid and/or Requested Circulation (1) Paid (2) Requested (3) Total Paid and/or Requested Circulation		3,075	3,109
c. Total Number of Copies (Net press run)		3,250	3,275
d. Total Paid and/or Requested Circulation (Sum of 15b1, 15b2, and 15b3)		3,180	3,228
e. Total (Sum of 15c and 15d)		3,275	3,310
f. Paid (Sum of 15d1 and 15d2)		25	25
g. Requested (Sum of 15d3 and 15d4)		25	25
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cn. Total (Sum of 15e and 15cl)		3,275	3,310
co. Total (Sum of 15e and 15cm)		3,275	3,310
cp. Total (Sum of 15e and 15cn)		3,275	3,310
cq. Total (Sum of 15e and 15co)		3,275	3,310
cr. Total (Sum of 15e and 15cp)		3,275	3,310
cs. Total (Sum of 15e and 15cq)		3,275	3,310
ct. Total (Sum of 15e and 15cr)		3,275	3,310
cu. Total (Sum of 15e and 15cs)		3,275	3,310
cv. Total (Sum of 15e and 15ct)		3,275	3,310
cw. Total (Sum of 15e and 15cu)		3,275	3,310
cx. Total (Sum of 15e and 15cv)		3,275	3,310
cy. Total (Sum of 15e and 15cw)		3,275	

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## Denver Good Ole Boys

Dick Wagner, Golden, Colorado 19 September 2000

A turnout of 24 "Good Ole Boys" met at the Country Buffet on a warm Sept. afternoon. We had to share the room with not one, but two groups and we were sandwiched between them. The noise level was a little high, and we think we might have to look for a new meeting place, as it was hard on the lads with hearing problems. Will see how the next few months go.

We plan on having a Ladies Day in Dec., so keep it in mind. The date is the 19th, and we welcome the solo ladies as well. The sad news was the announcement of the "LAST FLIGHT WEST" of Capt's Russ Peate, Bob Shriner, and the tragic passing of, about to retire, Joe Gunnels. Joe was flying an airshow at Steamboat Springs, CO when his SNJ-5 spun in. We meet the third Tuesday of every month, 1130 hrs, *Country Buffet*, 7200 West Alameda (Villa Italia); 17 Oct., 21 Nov.

Bob Clipson,	John Holody,	Ray White,	Bill Bates,
Ray Bowman	Jim Cox,	Joe Kenney,	Bill Pearce,
Ed Riehl,	Ted Wilkinson,	Tom Gordon,	Bill Hoygaard,
Stan Rudeen,	R. O. Stewart,	Pat Murphy,	Warren Mugler,
Jim Harris,	Bob Blessin,	Bill Fife,	Babe James,
George Maize,	Curly Baker,	Jerry Kennedy,	

and yours truly, Dick Wagner

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## Seattle Gooney Birds

We met at our usual time and place. The numbers were slightly smaller than last month. I wonder if our sun birds haven't started their mass migration. It doesn't make sense, because our weather is better here than there.

We were saddened by the passing of one of our longtime Seattle pilots--Rock Bannister. He died on September 12th at the age of 84. He came to Seattle to attend the U of W and graduated in 1940 with a B.S. in accounting. He then enlisted in the Navy, and spent WW!! flying in the Aleutian Island campaign. After that he was hired by United and served as flight instructor and line pilot until his retirement in 1976.

Our other loss was Ruby Lee Lilley, wife of Claire Lilley for 52 years. They lived in Tacoma for 33 years. I'm sure she will be missed by family and her many friends.

Attending today:

Wes Olney,	Mark Gilkey,	Chuck Westpfahl,	Herb Marks,
Ed Duclos,	Tom Smith,	Herb Breivik,	Roger Baird,
Fred Sindlinger,	Gerry Pryde,	Vince Wormser,	Jack Brown,
Bob Berkey,	Harv Beery,	Chuck Podhasky,	Ray Hanson,
Howard Holder,	Dave Carver,	Don Anderson,	Ray Dapp,
Bill Brett,	Dick Anderson,	Bill Airis,	Dick Wiesner,
Ralph Stevens,	John Cordell.		

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## NY Skyscrapers

Notice of the October Skyscrapers meeting at *Monero's* in Greenwich, CT will be in the mail to area members shortly. If you do not receive a timely notice, check with any other RUPA member or call Ray at 908-782-3612, or rayandpat@juno.com

If you are a recent retiree you may have not been added to the most recent mailing list, again a call may be in order. Lunch festivities begin about noon, food about 13:00 until ? Join a friend and make it to this gathering.

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## LAX LUNCH AT BILLINGSLEYS - SEPTEMBER 21, 2000

On the last day of summer, with the temperature here in the San Fernando Valley dropping from the triple digits to a cloudy 66 degrees, the following 21 attended the luncheon:

Dave Kirkendall	Jim Miller	Rex May
Walt Tyler	Jack Hanson	Shirley Hanson
Bob Mosher	Jim Day	Ken Williams
Herb Goodrich	Dave Tank	Bob Kohler
Bob Cross	Kin Cohagan	Jack Moore
Tom McQueen	Bob Clough	Cliff Berg
Ken Kuecker	Walt Albright	Doug Rankin

While we were waiting for lunch to be served Herb Goodrich updated us on latest news and information. First- He asked us if we had seen the last paragraph on page 23 of the September *RUPA NEWS* written by Al McNutt about accessing flight loads and listing on the internet. The web address is: <https://united.intranet.ual.com> - Herb went on to say retired Flight Dispatcher Ed Delaney had his 90th Birthday. Herb then said Jim Miller has something to say. Jim then informed us it will be a little harder for him to attend our luncheons for he and his wife are moving to the mountains. They will be moving in the near future to Lake Arrowhead.

We had no stories out of the past this month as Lee Cameron was not with us. He and his wife Edna were in San Antonio, Texas for an OX-5 convention. Then Rex May told us the sad news that Jack Anderton had flown west on September 18, 2000.

Dave Tank told us this years Christmas co-ed luncheon at the Hacienda Hotel will be held on December 14th which is the second Thursday of the month. It was moved up a week because the 3rd Thursday was too close to Christmas. The cost for the luncheon will be \$16.40 per person. Dave went on to say that here were only 12 in attendance at the August luncheon at the Hacienda Hotel. He also said he would step down as the chair person of the Hacienda luncheons in hopes that a recent retiree would take over in hopes the new person could draw more recent retirees to our luncheons. However it was brought to our attention by Jim Miller that many of the LAX retirees do not live in the Southland, but were commuters at the time of their retirement. So if any of you are in the Southland on the 3rd Thursday of the month come join us for lunch. Starting at 1100 hours, "Even Months" at the Hacienda Hotel just south of LAX airport, or the "Odd Months" at Billingsley's just south of the VNY airport.

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## SUNDOWNERS

Jim Feneley, 3246 Hyde Park Dr., Clearwater, Fla. 32761 727-5971

Per SOP, the August luncheon of the Sundowners took place in the Oasis Room of the *Countryside Country Club*. It was our pleasure to welcome the Goodsons and Steels to our gathering, and we hope they'll add us to their calendar.

Those attending were, as follows: Paul and Nell Fidler Ray and Twila White Jim and Ellie Irwin last, but certainly not the least, Paul and Carolyn Steele John and Susan Goodson Jim and Hilda Fenely, and Lil Borneman The meeting next month, September, will be stag. You all come. *JF/RS/JI*

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## E-mail Change

James Wilson HI Everyone

This note is meant to tell everyone about my address change as a result of changing service. My computer skill level makes me unsure if I am doing it correctly, but here goes. The new address is [jwilso23@gte.net](mailto:jwilso23@gte.net).

Thanks, *Jim*.



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## Washington Area News

There are three items of news for you this month.

Roger H. "Bat" Taylor celebrated his 100th birthday on Saturday, September 16, at a party sponsored by the Wachovia Bank in Winston Salem, NC. Captain Taylor retired in 1960. Allow me to quote from George Paull with regard to Capt. Taylor. Bat Taylor was born on Sept. 19, 1900. He was first introduced to airplanes in 1912 when an Erie, PA pilot asked he and others to hold the wings on his Curtis Bi-plane while he warmed the engine. In 1927, Bat was selling tires for Firestone in Richmond, VA and saw an airplane making short local hops. He took a ride and the next day started taking lessons in a Standard J1 with an OX5 engine.

Bat then got involved in instructing, flying for a small airline to the Poconos and dropping newspapers as he flew over some of the hotels. Then Bat went with TWA, flying the DC-1 (of which only one was made) and the DC-2. His next move was to Central Airlines flying Tri Motor Stinsons and Fords. On a flight from Pittsburgh to Washington, with Slim Carmichael as Captain, there was a loud noise and vibration and the left engine left the airplane and with it went the left main gear. The landing was made at Bolling Air Force Base because of better emergency equipment there. They made a safe landing and Carmichael was awarded the highest civilian award by the Postmaster General who said that he was sorry that they could only award one. In 1936, Central Airlines merged and became Pennsylvania Central Airlines.

During World War II, Bat served as Chief Pilot of the Military Transport Division. After the war ended, he was made head of the Operations Control Department and remained in that job as the name of the airline changed to Capital. Much later, he went back on the line, continuing as a line pilot until the FAA retired him at age 60, one of the first to be affected by the rule. But he was not through flying. He went to work with the FAA as an inspector at Winston Salem, NC mainly as principle inspector for Piedmont Airlines and stayed in that job until age 75.

When you retire from the FAA, you turn in your FAA pilot license which says "all ratings" and receive a license with the rating you held prior to and acquired with the FAA. The Secretary typing out the new license had never heard of a 247, so she typed in B-747. And now Bat is the oldest living B-747 rated pilot in the world.

George Paull relates this based on his having known Bat since 1940, and on information supplied by Bat's son Skip Taylor. It is too late to send greetings to Capt. Taylor in time for the celebration but should you wish to send a card or letter it should be sent to Roger H. "Bat" Taylor, c/o Wachovia Bank, PO Box 3081, Winston Salem NC 27102.

Retirees can have a copy of "Flying the Line Volume II" by George E. Hopkins for the price of \$10. This includes book, mailing bag and first class postage. Anyone interested in purchasing the FTL II can e-mail Pat Rider at riderp@alpa.org. or by sending a \$10/check or money order to: Pat Rider, Air Line Pilot Magazine, P.O. Box 1169, Herndon, VA 20172-1169.

*The Washington Area Eddie O'Donnell Coed Luncheon* next convenes on Wednesday, October 18, at the Belle Haven Country Club. Exit the Capital Beltway onto US1 Southbound (Virginia side of the Wilson Bridge). Drive South 1/4 mile in the right lane so as to make the right hand exit just before the first light. That enables you to make the left turn under the light onto Ft. Hunt Road.

You will find Belle Haven 1/4 mile on the left. If you use the valet parking, please, notify us and pay \$2 extra at the sign up table. Lunch will be \$20. WEDNESDAY, OCTOBER 18. Coffee and Cash Bar will be available at 1115 and lunch will be served at 1200.

*Special this month*— we will be coed, however solos are welcomed and encouraged.

Guest speaker will be Mr. Dean Clancy who currently serves as a senior policy advisor to House Majority Leader Dick Arney (R-Texas). He advises the congressional leadership on legislative, policy, and political matters, with a special emphasis on health care. He will speak on the Bush & Gore Medicare and Social Security reform proposals, with charts, plus whatever other topics audience members want to discuss. He promises that he will try to be entertaining without being too ag-

gressively partisan.

As usual, we ask that you reserve your place at the table. We must have your *reservations by October 15*. Reply by E- MAIL TO E.K., or by phone to one of those below.

E.K. Williams EKWJR@compuserve.com 540-338-4574, Bud Ruddy 703-858-1552 or Jerry Goebel 703-719-6353.

### CLE Northcoasters

The Cleveland Northcoasters "circled their aircraft" at TJ's corral for their September "roundup". As usual the meeting was convivial and animated, which proved that the "crazy" reputation given to the CLE group shows no signs of abating. This despite the physical (not mental) maturation of the group. Dick Orr, our erstwhile Grand Pooh Bah, returned to officiate the festivities after a month's hiatus.

Dick administered the festivities in much the same way he ran his cockpit -- flawlessly (Whom are we trying to kid?). Seriously, Dick with the help of his lovely wife JoAnne, kept things "ginning" along inexorably to their chaotic conclusion. Speaking of Gin, the drink-of-the-day was "Vodka and Soda". Yuk! That's almost as bad as Scotch and & 7-Up. Vicki, the server dedicated to our group, also thinks up and formulates the drink "special" of the day. She was warned to do better next time in the drink department or suffer the economic consequences of reduced remuneration. Considering that airline pilots make up the group, any reduction in the tip could prove to be disastrous.

Don Karaiskos reported to the group that the absence of "regulars" - Ed and Barb Griffith was to due to Ed's have a Prostate "seeding" operation. Ed had the procedure the day before our meeting and was recuperating nicely at home. Hope to see both of you at the next meeting. The following were in attendance at the meeting: Richard and JoAnne Orr; newly "minted" married couple, Jim and Monica Burrill (Jim and Monica just returned from honeymooning in Hawaii and we couldn't help but notice the smiles on both their faces); Bill "foghorn" Dilzell; Dick Sanders (of travel agent fame); Bill "Angus" Christie; Don "shorty" Karaiskos and his lovely spouse, Beverly; Al and Dannie Cavallaro (they were the young and good-looking couple); Ken "golden-throat" Wheeler; Gene "Whitey" White and Tom (who had some good one-liners) Race and his lovely spouse, Sandy.

Bill Christie reported on his recent annual trip to the land of his birth - Scotland. Bill pays a return visit each year to get his "Mel Gibson fix". Bill dons a kilt, paints himself blue with berry juice and rushes about the heather making like Braveheart - shooting arrows at sheep and "tossing" the caber. Bill did confess that he won a prize at the annual Aberdeen flower show. It seems as though he was at the flower show wearing his kilt when a wind blew in from the fens and lifted his kilt over his head just as the judges were making their rounds. He was awarded the prize for the "best dried arrangement". Way to go Bill!

The laughter and storytelling continued well into the afternoon. Wary that it might wear out its welcome at TJ's, the group decided to call it a day at 1500 hours with a promise to meet again the third Thursday of October.

Hope to see those who missed this month at the next meeting. Respectfully and proudly submitted by  
*Don Karaiskos*



## 2000 Chicago Retirement Party

The 2000 party will be held on Friday - October 27, 2000

Location: The Westin O'Hare, 6100 River Road, Rosemont, Ill 60018

The hotel phone number is 1-847-698-6000

Entrees for the evening are:

Combination Chicken Breast and Petite Filet --or--

Rotolo Primavera ( vegetable dish ) - spiced Marinara Sauce

Menu: Garden Greens, Strawberries, Mandarin Orange & Walnut Salad,

Fresh Vegetables, Potato, and Turtle Bomb for desert

Price: \$50.00 per person

Make check payable to : Council 12 Retirement Party

ALPA Council 12

2350 E. Devon Ave, Suite # 231

Des Plaines, Il 60018

Social Hour - 6:30, Dinner - 7:30, Retiree Recognition, and Dancing

Social hour & dinner - subject to change - if we can get the hall earlier

Phone contact: Patty Harmon - Secretary Council 121-847-297-2030 (primary) or myself, Bob Blackwell, as secondary contact, at 1-630-325-2238. Patty has the computer, and all the info, and it would be best if she were contacted.

### *ALPA Council 12 Year 2000 Retirees*

If we have missed anyone, please contact the Council 12 office at (847)297-2030 or e-mail

Bob Blackwell at pamandbob@juno.com.

### *Confirmed Retirees:*

Baber, "C.K." ,Berkshire, (JI) Jack, Bretthauer, (NL) Neil, Cox, (GW) Gerry, De Lashmutt, (TC) Tom, Durbin, Larry, Faiman, David, Fink, (WC) Walt III, Fletcher, (DF) David, Francis, John, Gleason, (JP) John, Gonzalez, Charlie, Gore, (RL) Bob, Hopkins, Ed, Kainer, John , Kelly, (TV) Tom, Kidera, (GP) Pete, Kuhn, (RJ) Dick, Leiding, Brian, Lewandowski, Frank Jr., Lund, Ken, Mayes, Oliver, Miles, Ken, Moore, Jim, Munter, (HS) Steen, Neff, James, Ravizza, Armand, Richards, Bruce, Rooney, Ed, Schenke, Joe, Smith, Fred, Stuntz, Jim, Way, George, White, Gene, Wilking, Arnold., Zimmerman, Ruth

### *The RSVP is in the mail:*

Adams, Richard, Anderson, Ben, Bell, (JD) Jack, Boston, (JR) Dick, Burford, (BW) Ben, Cain, (JW) Bill Cochran, (BN) Bill, Condon, (DJ) Dan III, Crocker, (RA) Roger, Dellaripa, (JC) Jack, Drake, (WJ) Bill Jr., Edwards, Jim, Egan, TK, Etchison, (WR) Bill, Evans, (DB) Doug, Farquharson, (KP) Kirk, Goolsby, (JE) Jim, Grafton, (JA) Jim, Harmon, (JL) Jim, Heggblom, (AG) Al, Holveck, (JA) John, Jackson, RA, James, (GR) Gordy, Jenkins, (GW) Gary, Jenkins (JT) John, Jones, (JE) Joe, Junkin, (AK) Abmer Jr., Kliner, (GR) Gerry, Lamplough, (JS) Joel, Lund, (MA) Mark, Maguire, JM, Mayer, JO, McBride, RW, McMakin, (RA) Rich, Meyer, WL, Nieto, (DE) Don, Nolker, (DD) Doug, Persons, Jim Poe, (DW) Dave, Pylawka, (GS) George, Reinecke, (RC) Bob, Schumaker, Dan, Seamans, (RT) Bob Jr. Stovall, Bill., Sweat, Ellis T., Truty, (RF) Bob, Vampatella, (PV) Phil, Zander, (WT) Tom.

**JAIME P. ALEXANDER** 19223 Hawthorne Ave. Council Bluffs, IA 51503-8749  
73761.50@compuserve.com 712-328-7550

Hi All: I can report an incredibly good year! The good part involves such things as my children, their families, and I, bumped along mostly healthy. Also the '38 Luscombe continues to fly and is proud of its new shoulder harness via Luscombe Foundation STC. The old boat still floats and only stopped a couple of times on Lake Okoboji. I continue to instruct in gliders and airplanes.

The incredible part started when Grandson Nicholas arrived. He is Daughter-in-law Laura's and Son Jeff's first. Incredible continued when Dee came into my life. Widowed a few years ago, she took up flying and we met at the local glider patch. After a cautious lunch date, things moved along nicely for both of us. She even came to Oshkosh and braved camping under the wing. Life is good.

Jaime Alexander, ORD '94  
PS check mailed to Cleve

**DICK ANDERSON** rala5@juno.com

Birthday 73 less than two weeks away, so I'm early!

Sorry that Laurie and I will miss the convention cruise, but we had already booked the Rotterdam VI leaving Athens November 16th on a 24-day cruise that ends in Ft. Lauderdale. We are looking forward to this trip, as it makes a number of stops in the Med that we haven't been to previously. Our one other cruise for the past year was a 7-day tour of the Society Islands (Papeete, Bora Bora, etc.) on the MS Paul Gauguin.

We can highly recommend the Radisson Cruise Line as this was First Class all the way! Another trip was to Europe to pick up Laurie's "medicare birthday" car in Stuttgart. We drove around the Black Forest and the Alps of Germany, Switzerland and Austria.

In trying to make life simple for us, we sold three places and bought one----all either closing or selling in July! We sold our place on Whidbey Island, a condo that Laurie owned in Bellevue, and our condo in

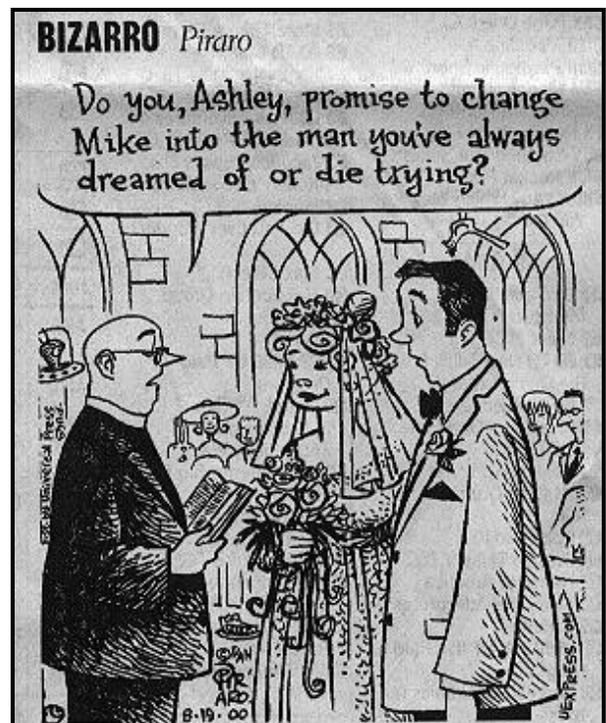
Wailea, Maui. We still have our condo in Bellevue but bought a house in Wailea Kialoa. Fortu-

nately we still have the same phone number as the house is only about three blocks from the condo. We wish the best to all and particularly thank those who work so hard on the mechanics of this great Organization.  
Dick

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

Dear Jock and Cleve, Enclosed is my annual check for postage. I retired in 1982 after 40+ years with United. I will be 81 this September and keep telling my wife, Barbara, that I don't celebrate birthdays anymore. However, she loves parties and ignores my grumblings and invites guests over anyway for some disguised "event." We enjoy life here on the farm where I grew up in Southwest Washington. But our little area of the state is growing rapidly. I spend time puttering in the workshop and on the Kubota mowing and rototilling. The Kawasaki ATV gets me from the house to the road where we pick up the morning paper and the mail. I continue to enjoy *RUPANEWS* even though the number of familiar names is dwindling. The historic and nostalgic photos are appreciated. Our e-mail address is in my wife's domain: BGBLa-Centr@aol.com. (No final e in Centr.) Best wishes to all at United.

*Don & Barbara*



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**MARV BECKER** Pebble Beach CA  
Eleven years retired and still an occasional "dream". This time I was in the right seat and knowing that I was retired, wondered where the real pilots were, the runway was in sight and should I land without them? Waking up solved the problem.  
Enjoyed the information on the Stratocruiser and remembered the Pan Am ditching at 140 west, as I was a one-year UAL employee then, I paid close attention to the instructor at all my next ditching classes!  
Check to Cleve. See you on the cruise!  
Marv

**C. Y. & KATHY BENNETT**—16971 Bolero Ln, Huntington Beach, CA 92649  
Dear Cleve: Enclosed is check for annual dues – newsletter. Court and I really enjoy reading the newsletter and certainly appreciate the work that goes into such a publication. You all deserve a ton of thanx – so, - - thanx a ton!!!  
We are contemplating a move up to the San Francisco area, actually Palo Alto was our goal – however, prices are outrageous so we have been looking around the general area now. As a matter of fact we looked in the Foster City area two weeks ago without much luck.  
Since our only grand children live in Palo Alto we are hoping to relocate close enough to be able to visit often.  
As we have time we will be making “house hunting” trips to that area in hopes of finding a suitable home close to our kids.  
If anyone has a suggestion or a lead we will be happy to hear from them. Address listed above, email and telephone listed below.  
Thanx again for the work you all do for the group.  
Kathy Bennett, aide de Camp to Court Bennett  
Tele: 714-846-4941, FAX: 714-846-0505  
email: katncourt@aol.com



**WILBUR C. BLOMGREN**—PO Box 2175, Castro Valley, CA 94546  
Dear RUPA, I know this is not a political paper any more, but Hooray for the pilots. They did not fall for the "Human Resources 101" thinking of management. Way to go, Guys!  
Still staying out of trouble with the ongoing remodeling jobs on our Carmel house; plus flying the Cessna 172 and keeping the 1936 Ford running. In the middle of September, I'll have owned that car fifty years.  
Enclosed, please find dues for the year. Keep up the excellent work on the newsletter. **Wilbur**

**BOB BOS**—MDW, ORD, JFK, LAX, SFO 1952-1993  
Involvement with the Confederate Air Force for the past 61 /2 years has been challenging and rewarding. It was my son and grandson that spotted the Black Sparrow, C-47 at OSH in 1993. This aircraft is the exact replica of the C-47 that was the lead aircraft of the 302nd Airborne Squadron, 101st Airborne Division that led the Normandy Invasion. They knew I had flown the 3 before, with United back in 1952-54. It was my first day of retirement, and I was introduced to the Tour director of the Great Lakes Wing. That was the beginning of a long and exciting career with the CAF.  
Since 1993, I've been Operations Officer, and for almost the last 4 years, Wing Leader of the Great Lakes Wing. During this period, I became the check pilot for the C-47, and 3 years ago became a Designated Examiner for the DC-3. One thing about aviation, you never quit learning, and you realize how much you don't know. I spent a great deal of time at Basler Aviation at OSH learning everything I could about the aircraft, engine care and maintenance. Since we are self-supporting, all of the money we make comes from airshows and sponsorships. These big Pratts can cost up to \$35,000 a piece. So, we must take special care in operating the airplane.  
In addition to our C-47, the Wing has a German Ju 52 Trimotor. This is the only Ju 52 flying in the Western Hemisphere. It is almost as large as the C 47, and was the German counterpart to our C-47 during WWII.  
Running a volunteer organization can be difficult at times. Many times I found myself wearing

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more than one hat. More often than not I was crew scheduler, training officer, check pilot and finance officer! I now appreciate our crew schedulers even more.

On average, we fly 13 to 18 airshows a season. We operate the aircraft from our home base at Gary Regional Airport in Indiana to Minnesota, Iowa, Wisconsin, Illinois, Indiana, Michigan, Tennessee, Kentucky, Ohio, Arkansas Washington DC, PXT River MD, and Texas. Our big airshow is in Midland Texas every October. About 130 WWII aircraft participate in reenactments of WWII episodes. It is exciting and challenging. All of the briefings are like they were during WWII. The flying requires skill and discipline. The CAF is the largest flying museum of aircraft built between 1939- 1945. It's awesome to see and hear the B-51, etc. all with their engines running prior to takeoff. Our whole mission is to preserve this legacy.

On June 25, 2000, I had the honor to fly the lead aircraft, our C-47, in the Korean War Commemoration Flyover in Washington DC. The other aircraft representing the Korean War were the C-51, F4U, F-86 and the T-33. The flyover was to be made over the reflecting pool between the Washington Monument and the Lincoln Memorial at 1000' AGL! In order to do this all traffic was halted at Reagan National Airport, and the airspace was shut down to accommodate the flyover. The preparation was intense, with the secret service was very much involved. The briefing lasted 2½ hours. I felt we were flying a mission to Germany or Japan. Having GPS on board made finding the reflecting pool easier. Being lead presented an awesome responsibility. We had to leave the IP right on time so as to arrive over the reflecting pool just as Clinton finished his speech and Connie Stevens finished her songs and the Narrator announced the various aircraft. We succeeded by finishing the flyover with a chandelle around the Lincoln memorial. Being a Korean veteran made this particularly a special event for me. This was never done before, and may never be done again. The Air Force went all out to make this happen. They wanted to show, in their own way, that this was not the forgotten war. The Secretary of the Air force flew in our B-29.

From August 6—12, I introduced our C-47 to 45

Naval Test Pilots at Patuxent Naval Air Warfare Center to familiarize Navy test pilots to a WWII transport. It was hard work, since I was the only pilot involved in the training. I had to introduce these pilots to 56 landings and takeoffs. They were surprised how difficult the 3 was to handle. Most of the pilots were F-18 and turbo prop, C-130, etc. Very few of them had tailwheel experience. They got their adrenaline rush (so did I!) from doing everything from Phugoid oscillations, Dutch roll to, take offs and landings. I never realized how easy it was to do a wing over in a 3! The frosting on the cake is that our Wing will be paid \$44,000 for our efforts! The pilots ranked from Captains to Bird Colonels, and displayed a high level of professionalism. What surprised them the most was when I told them I was 70 years old! Most of them were in their middle thirties to early forties. They said they hoped they could still be flying at 70. I told them flying the long range 14 - hour International trips primed me for this kind of stuff. The different people we meet are endless. People like Paul Tibbets, who dropped the Atomic bomb on Hiroshima, and is an honorary member of the CAF, to Fred Olivi who dropped the Atomic Bomb on Nagasaki.. Fred will join our Wing soon. Others include pilots who were pilots of the Ju 52 in the Luftwaffe. The stories are endless.

Every once in a while I have an opportunity to fly a KC-135 sim. Pretty exciting. I still do the engine out on T/O and 3 engine ILS' to mins. It's like riding a bike. You really never forget how to do it. As a final note, you're doing a superb job with the newsletter. **Bob**

**DAVID M. CARLIN**—18224 N. 52nd St,  
Scottsdale, AZ 85254

Dear Cleve, Well I guess it's finally time to send my check into the *RUPA NEWS* as I retired June 3. It just doesn't seem like 34 years has passed, but the calendar doesn't lie. My mother has been receiving the publication for many years and has passed on some of the issues to me. It seems that I know more and more folks in each issue... Do we have a membership list available on the internet? *[No, because we don't want outsiders to get the list. But you are free to interact with other members on our website www.rupa.org Ed.]* I am an avid computer guy and would love to contact

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some of my old compadres. My E  
Mail address is putz38605@hotmail.com. Looking forward to the next issue ....Mike

**CARL CARLSEN**, 2903 - 116th Ave NE, Lake Stevens, WA 98258 ccarlson1@compuserve.com JFK, EWR, CLE, LAX, SFO, DTK, SEA '66 - '93 I waited long enough to be late this year as my birthday is August. A couple of guys in felt hats & long trench coats knocked at the door last night and said, "Cleve sent us to inquire about your knees." So, guess I'd better get a check in before they really do break 'em.

Barbara has been pretty good this year(everything is relative) after all kinds of problems last year. Having said that, she has been having real problems with her knees and will probably get a new one during the winter. (if we can get a referral to an Orthopedic Doctor from her Rheumatologist who, I believe, is working toward a new Jaguar sedan!)

I took a bad fall in my garage last winter, which will probably result in shoulder surgery this winter - depends on what happens with her knee. Can't do 'em both at the same time!

In spite of all that, we did a LOT of traveling this summer.

Took in Bryce Canyon, Zion & the N. Rim of the Grand Canyon and much of Idaho during the spring. Came home for a week and drove the car to our cabin in the Catskills of NY in early June. Drove home in late August and managed to tour the Badlands and Black Hills of South Dakota, but the fires prompted us to skip Yellowstone and hustle on home. All in all a good trip, but we are getting too old for that crap! (total of over 10,000 miles since May 1st) I think we have made two trips on UAL since last year - one to Orlando in October to see Barbara's brother swim in the Senior Olympics. Got bumped in IAD. Got screwed on a rental car by Thrifty in Orlando. Did another non-stop SEA/IAD in March & drove to Virginia to visit Barbara's mother. Loads kinda "nip & tuck" but we made it both ways.

Lots of problems with Caremark. I urge you to write or call and complain. Send a copy to John Baer, who is "keeping score." We returned home last week and found that instead of refilling one of my wife's prescriptions, they had sent the familiar "blue letter" which said she refilled it last

on May 8, and that a 90 day supply would mean that she couldn't order again until Sept 8. The bottle clearly stated to refill after July 8th, so they never learned to count I guess.

Haven't seen any checks yet from Blue Cross/Blue Shield with the explanation enclosed. They sure can be a confusing bunch - and yes, checks still show up without ever getting an explanation. Frustrating.

*Carl*

**CHARLES T. CHAPMAN**—6233 Gerds Dr., San Jose, CA 95135

Birthday month was August and my number 88 was celebrated by friends and family. I think that I have passed thru the Golden Years but have not yet come up with a suitable name for the after Golden Years.

My biggest problem is vision or the lack of same. Macular Degeneration diminishes the central vision where we get ninety percent of our images. Also color and depth perception. In 1986 this affliction was uncovered when I went for a physical to renew my license to fly the small planes here and there, mostly here. A year ago the DMV decided I could not clutter the highways. I could read the top line 00E0 but that was all. That was a low blow, and you find out very quickly how much those wheels were used. I would not complain about two buck gasoline if I could get a license again.

The RUPA Elks Club picnic was as great as ever and always a pleasure to see old friends. As always a few missing. Sid Nelson didn't show because he said no one would remember him. About the time he came up with a few words I bet three fourths of those assembled would remember him. The added years do sit lightly on some of our RUPA friends.

Happy to see that the United Pilots finally got a contract and what a handsome raise. Wish a little would rub off on us. Several years ago the Flight Attendants of one of the Airlines, - not UAL - went for the three-day strike. Scheduled it for the Thanksgiving weekend. Seems that the Company came thru with a contract to avoid a huge snarl. Maybe someone with a sharp memory could fill this item. Did they strike?

In a few months I plan to give up the golf course

and get my excise on the driving range and the pool. There are eight retired UAL pilots here in the Villages and I think I'm the most senior. Laidley, Strong, Figge and Bill Knight are close behind. Time leaps ahead.  
Beat Regards. Chappie

**CHUCK DARST**—4736 146th Pl S.E., Bellevue, WA 98006

Hi Cleve: Hate to join the ranks of the perpetually late, particularly in my first year of retirement. Thanks to the note in the September issue written by Denney Narog, I too am now aware of the significance of the mailing label attached to the back of each publication. Please find enclosed my check for another year, and I'll try to be closer to "on time" next year.  
I look forward to the arrival of the *RUPANEWS* each month, and certainly appreciate the hard work put in by all of you. *Chuck*

**BUD POPKEN on Pan Am Ditching**

Dear Jock: You've probably gotten this info from Bob O'Leary by now but e-mail's cheap. The captain was Richard Ogg. They developed a fuel leak and were running short of fuel so they ditched beside a ship which promptly picked the passengers up. I met Dick Ogg at the old Scotts Valley airport years ago. He said the passengers hardly got their feet wet.  
Bud Popken

**EUGENE D. ELLIS**—222 Nimitz Rd, Kerrville, TX 78028

Dear Cleve, This past year has been a busy one. We added an additional 117 spaces plus a 5,500 sq. ft. pavilion to our Guadalupe River RV Resort. This addition enables us to host 300 RV units in national rallies.  
Also, I spend any spare time on my Montana Eagle Nest Ranch, Columbus, MT. We always look forward to visiting with my friends from my years with #1 UAL.  
I enjoy the *RUPANEWS*, keep up you good work.  
*Gene & Marianne*

**ROBERT J. ENGL**—1749 Golf Rd. #103, Mt. Prospect, IL 60056

Hi Cleve: Here comes the 2nd anniversary of my retirement. Can't believe how fast the time goes. Enclosed please find my check for another year along with my thanks to you and all the volunteers that make *RUPANEWS* a publication that I look forward to.

Life is great and getting better all the time. Great wife, great kids (two with UAL) and now a grandson. Wow! Miss my UAL friends and flying the heavy iron but have picked up the slack by flying a sleek *Falcon* right out of my back yard. Have had some fun flying *Hawkers* but not much compares with the *Falcon*. Like a baby 727. Flying, family and the house keep me out of the bars and in pretty good shape. Loving life and look forward to the RUPA luncheons in DCA as well as our annual retirement party. Again thanks for the terrific publication that keeps all of us old goats in the loop. Love to get E Mail from the troops. Bob  
rjengl@friend.ly.net

**KENDALL W. EVERSON**—Corona Del Mar, CA 92625 keverson1@juno.com 1952/81

Dear Friends: This is the 19th annual birthday letter from me to the RUPA Newsletter! The past year has been reasonably good to Barbara and me. The physical ailments have been minor considering our age. The Lymphoma follow up exams have been encouraging. By the way, could someone tell me what I am missing regarding medical coverage? Barbara and I joined the Secure Horizons HMO several years ago. Since then I have had some major medical expenses without being denied a single treatment or procedure recommended by my doctor, no deductible and without filling out a single form or request for payment. Our only expense has been a \$5.00 co-payment whenever we see a doctor and the cost of prescription drugs is minimal. We have continued to pay our UAL medical insurance premiums but have not used the insurance in years, making me wonder why I continue to keep it. Why would anyone pay a premium for the UAL sponsored HMO when coverage from companies like Secure Horizons is available without any premium requirements at all? I keep wondering what I am overlooking here!! [Check the article on Pg. 33, Ken. It might pay to keep the UAL insurance. Ed]



Last August I attended my high school class 60th reunion. There sure were a lot of old people there! Our travels during the past year consisted of a couple of weeks in Williamsburg, a couple of weeks in the Grand Cayman Islands, a week each in Maui, New York City and Italy (Tuscany) plus four weeks in England and Scotland. Thank you United for the great travel benefits, we seem to have flown first class more often than coach. The trip around Tuscany was delightful but took us to one of the strangest sights I have seen in a very long time. We were about 15 miles west of Sienna driving eastbound towards Sienna on a two lane highway. My friend in the front passenger seat suddenly pointed to a large airplane on a hillside, tucked in amongst a grove of large trees. As we sped past I just got a glimpse of the aft fuselage and vertical fin which I thought looked like a DC-4. I turned the car around to go back and investigate. We had to drive up behind a couple of large, modern villas to get to the airplane. There we found a complete and intact Sud Aviation Caravelle airliner with no company markings, just the foreign registration number on it. Someone had dug out a level pad about 25 feet wide and the length of the airplane from a 30 degree hillside, poured concrete pads for the main landing gear and nose wheel then somehow managed to place the airplane on these pads. The right wing was towards the uphill slope, the wing tip resting on the ground. The left wing above the downhill side was about 20 feet in the air and supported by a six inch steel pipe. The rear boarding ladder was down so I went inside. The door was latched but opened easily when the latching handle was rotated. The interior of the passenger cabin was stripped of seats but the cockpit appeared to be intact. Can any of you world travelers out there in RUPA land shed any light on this mystery? How did someone manage to put this big bird on this hillside and *why??* Having been in the first class of line pilots to fly the Caravelle for United, I am most intrigued and would love to know "the rest of this story"! *[If you have a photo of the Caravelle, suitable for reproduction, we'd love to print it. Ed]* We could not find anyone nearby to ask what the heck this is all about. I continued to fly Don Saucer's beautiful Curtiss Hawk P-6E replica throughout the year, including

taking it to several air shows and fly-ins. It has been great fun. Pulling on helmet and goggles, flying an open cockpit biplane has helped to keep me feeling young in spite of the reality of the fast passing years.

Our sincere thanks and appreciation to all the RUPA staff and workers for making it possible to keep in touch with old friends through the RUPA Newsletter. I read every issue of the newsletter from cover to cover and congratulate Jock on the format and content. Best wishes to everyone.

*Ken & Barbara*

**DUNCAN FLEMING**, 45 Lakeview Drive, Lake Geneva, WI 53147

Why do the years just prior to retirement go so slowly and the years after so fast? Last year we bought a new motorhome with the intention of seeing some of America the Beautiful up close for a change....then I decided the touring would not be any fun on my arthritic knees. So had some new ones installed and have spent the summer breaking them in. Things have gone well so far and in a couple of weeks we will leave for Naples, FL with the motorhome to spend the winter. If anyone is contemplating such an operation I enthusiastically endorse the Hinsdale Hospital, Hinsdale, IL which is a UAL Preferred Provider as are many of the staff doctors. Their Orthopedic docs do hundreds of knees and hips a year. Aside from this little bump in the road, everything is following the retirement flight plan. Best wishes to all and many thanks to all the RUPA volunteers. Dunc Fleming ORD 65-94



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**CALVIN F. FORD**—8350 Fair Oaks Blvd. #101, Carmichael, CA 95608

Dear Cleve: The year 2000 has been a “doozy” for me and mine so far. My wife, Bobbi, had her 87th birthday on June, 4th and I had my 85th on July 6th.

She fell twice, once in the Jacuzzi and again in the kitchen on tile floors. I had to call 911 twice, and hospitalization and nursing homes followed, plus endless therapy. Then I had surgery, prostate, bladder tumors and then kidneys.

Now we are “down-sizing” again, moving from our condominium in Fair Oaks to “Carmichael Oaks,” a senior residential community. Several of our friends stay there and like it. I think Bobbi and I will like it too. We’ll move there on August 31st.

Warm regards to all of you! Retired Flight Navigator, *Calvin Ford*

**PETER E. GALLANT** 1950--1990

Well this is my first BIGGY, a decade in retirement, how ever I’m still soixante-neuf, the number appeals to me, what the hell, I’m just taking back the two years I gave away in 1988, giving me over 40 years with United--Capital.

What a year 1999 was in the marketplace, especially the fourth quarter. I felt like I won the lottery with several managed accounts and mutual funds returning 110% to 130%. Then the big hiccup in spring of 2000, I lost nearly a mil in a month, paper loss. I didn’t lose any sleep but I did shed a tear. It’s sloowly coming back. The great thing about managed accounts, all management fees are tax deductible.

My son Steve and his wife became proud parents of a second son two months ago, my seventh grandchild. Steve is a 767 Captain with U.S. Airways and, with 20 years seniority. And if the merger flies with date of hire, he’ll be knocking on the door of a 747-400, left seat.. The finest bird I ever strapped to my butt in 1988.

My wife of almost 50 years, Ellen, and I continue to enjoy good health and prosperity.

My personal regards to the gentlemen who put out this magnificent newsletter. Until next year when I will accept seventy-one---

Au Re voire, **Pierre**

**DELMAR E. GARTNER**—PO Box 8740, Horseshoe Bay, TX 78657

Hi Cleve, Another year has gone by and it all seems like just yesterday. No letter last year, it sure was a busy one.

Most important event of the year was my marriage to a lady that I have known for over 40 years. Patricia Buerkle Forte.

My Jean, who passed away in ’97, also knew Pat because we were at the same base's at times during our airline career. If Pat had kept working instead of marriage and a family, she would have seniority over me.

I was a new copilot for Capital (one month) based in DCA. Sent TDY to BUF to fly DC-3's, BUF-ERI-PIT-BUF. Six days a week. Got off the Viscount and went into Ops to check in and the first people I met was Pat & her Husband to be.

We have been traveling quite a bit this last year. Europe, Australia, New Zealand, Fiji and around the USA.

Please list Pat in the new RUPA directory. And you people up north don't hog all the cool weather. Please send some down here--About 106o here today. Almost to hot to golf.

My best to the editor and the folders & stuffers. Good to see Bob Soergel & Hugh Berry working. Keep up the good work. **Del & Pat**

**DOROTHY GATES**, 5 Lilac P1. Thornwood, NY 10594 2102

Remembering Bill's birthday with a note to *RUPANEWS*. He would have been 71 on October 1st, and so very much enjoyed reading the *RUPANEWS*. I'm hanging in there with grand kids and volunteer work. I miss the traveling: not much fun alone. Check to Cleve.

**Dorothy**

**BEVERLY GOODLOW** Tucson AZ

Dear RUPA members,

I am a recent widow of a RUPA member. After my husband died I received a form from UAL notifying me that I was entitled to the \$10,000 life insurance policy. The insurance company sent me a form to complete and send with a copy of the death certificate. Instead of receiving a check, I received a letter stating that an account had been opened in my name that I could draw upon as needed. This account would give me a whopping

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3% interest!! They said they were doing this because I probably was too overwhelmed by all the financial decisions I had to make that I wouldn't be able to decide what I wanted to do with this money! We all know that this wasn't for my benefit, but so the insurance company (CIGNA) could hold on to that money a little longer. Needless to say I asked for the full amount immediately and got it.

The sad thing is that I got the same song and dance later on from my husband's ALPA policy with New York Life. I'm sorry that ALPA insurance policies are involved in these practices too. I find these methods by insurance companies to be insulting and devious. Of course I can get the monies I'm entitled to by writing and requesting them, but why should I have to go through this extra step? I should have been given the option of immediate payment when I filled out the necessary forms and returned them with the death certificate. I am writing this so all members know about these insurance companies and their methods.

Sincerely, **Beverly Goodlow**

**CLAYTON O. GRANT**—2400 S. Ocean Dr. #1-4300C, Ft. Pierce, FL 34949

Jock, Cleve and all the others. Just a short note of thanks to all of you who donate time and energy in getting out the RUPANEWS to us. 14 years have gone by, where does the time go?

Still busy with coin shows plus operating oceanic rare coin inc. Health normal for age. Ann had a little heart problem but is now OK. Golf and fishing when time is available. Thanks again, **Clay**

**ROBERT E GRUBER**-- grub60@hotmail.com  
Time for another letter. This year it is the letter "W". W for Wacko, Wahine, Wahoo, Walhalla, Wallaroo, Wamble, Wanigan, Wanion, Walison and my favorites: *Why* am I here? *What* am I here for? *When* do we eat? *Where* did I leave my glasses? *Well* I'll be damned and *Who* Me? **Bob**

**W.H. HARTMAN** 38 Baywood Ave., San Mateo, CA 94402

Dear Jock: Oh, I must write. It was twenty years ago (20 Sep0 that I flew my last trip, Honolulu to SFO.

Hope you can read this old-fashioned writing – I'm not glass cockpit qualified, and no web site

yet.

Yes, I feel guilty about not being one of the folders and stuffers. We must all be very thankful to those who have the energy, ability and willingness to handle the RUPANEWS and organization.

Sincerely, *Bill Hartman*

**ROBERT HELFFERICH**—21409 60th St., Bristol, WI. 53104

Dear Jock, Cleve and all you other guys out there on the front lines of retirement.

Almost the end of the first year, and I still miss the job. Almost every day, when I'm home and outside, I can see the 777's as they make the first turn across Lake Michigan heading for Europe. It was great while it lasted.

I have managed to stay busy. The bicycle still manages to get used more than the car, and the airline still gets me across the country and the ocean on the long trips (*That's* getting difficult, though), and the club Cardinal keeps me from going nuts.

Had to do this early (better than late), as the schedule from now until mid November is full. Taking a fly/bicycle trip next week throughout the upper Midwest for two weeks, then going back to Pennsylvania and joining a group to bicycle from Pittsburgh to Cumberland and back. The 150th anniversary of the C&O Canal is in Cumberland on 14 October, which is my birthday. Then its off to south Florida to drive a 57 Thunderbird back to Michigan for a friend. In between I try and spend a day a week in the pottery studio at Carthage College, and make the concerts at the Milwaukee Symphony. The grass always needs cut and the garden worked in. Other than that, life is pretty dull and boring.

I'm always looking for another bicycle adventure, so if any of you cross-country cycle and need a partner, or know of someone who does, give them my name. I'm in the phone book, and ready to go.

Thanks to all of you guys and ladies who do the WORK thing for RUPA. It's a great read every month; and I'm sure it's a lot of hard work.

Anybody passing this way, there's always room, and a cold beer or a glass of wine.

Regards to all, **Bob**



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**JIM IRWIN**, 7106 Fallbrook Ct. New Port Ritchie FL 34655

In my yearly note to *RUPANEWS*, I mentioned in that note, that after trying for years to find where I could purchase the VCRs of the movies; *Island in the Sky* and *The High and Mighty*, my daughter found them on the Internet. I have received, so far, three telephone calls and two letters inquiring as to how my daughter found them, and where could the callers and writers obtain them. In case there are others out there who would like to purchase them, you can write to: B. P. McCrea 536 10th Avenue Irwin, Pennsylvania 15642 The price for the two is \$36.00 including shipping and handling.

With regard to your note at the end of my birth-month note in *RUPANEWS*, and I quote part of the first sentence, "I don't know what you mean by "politically correct", perhaps I can help you. Following are some examples of how SPIN has been used to accommodate the liberals so that no one's feelings are hurt: Homosexuals are now called Gays. Liberals now refer to themselves as Progressive. Americans are now hyphenated, such as Asian Americans. Environmentalists are now the Greens. Quotas are now under the Affirmative Action label. Censorship is now Editorial license. Mailman is now Mailperson Man hole is now Person hole. It goes on and on, but I think that is enough to give you an idea of the *spin* that is used. With regard to the same note, you state: "All the letters I receive are published". Not so. You did not publish all of Bill Bickert's letter, Augie Miller's letter, Jim Fenely's letter, nor my letter.

Regards,  
*Jim Irwin*

*Jim: Ah for the good old days, when one could call a spade a spade, or a spick a spick or ....but you get my point. The little list of definitions that you favor merely reinforces my statement that "politically correct" has become a meaningless term, defined according to the whims of the user. The game of giving something or someone a pejorative name, and then attacking it/them is an old one.*

*Regarding the letters, or portions of which, you refer to- you're going back some way- one at least gave no indication that it was intended for publication. My memory is unclear on the others ,*

*but they probably did not meet the requirements for publication, which must be clear to everyone by now.*

*It is clear, Jim, that you and a few others (a miniscule number of the membership) have a grievance about the policies of this publication. It would be unusual if such were not the case in an organization this size..*

*When, after the fourth time of asking, I reluctantly agreed to become the volunteer editor for this publication, I had had some past experience of the task, having edited Council 34's publication for some years (with benefit of other editorial and layout volunteers and also full-time typists) I knowingly accepted the solo task involved, around 80 hours per month, with the requirement to be at home between the third and fourth Wednesday of every month. I did not accept nor do I intend to become a whipping-boy for every aggrieved reader, few though they may be. Quite frankly, I lack the time or the energy to deal with them. So from now on, such persons with a grievance about policy are directed to send their axes to be ground to Vice Chairman, Bill Bartel who, when he became aware of this situation, said that such concerns were properly administrative ones, and that he would unburden me of the chore from now on. Thanks, Bill. By the way, no change is planned in editorial policy . Editor*

**JAMES H. KEETON**

40 River Route  
Magnolia Springs, AL. 36555-9717  
Greetings, Jock:,

As is obvious, I am one year older. Since this is my ninetieth, it was something special. My two daughters Connie Baker, whose husband was an American Airline's Captain and my daughter Leila Martin, whose husband is only an Attorney, put it on, at a local banquet restaurant with 137 adults and 20 children attending, my nephew UAL Captain Keeton Barnes doing the honors, it was great.

All seven of my grand children, and all but one of my 15 great-grand children, two of whom I saw for the first time, put on a grand romping show. I expect there will be more of them. Nearly all of the relatives were accommodated in Katherine and my home and guest cottage for nearly a week:. It nearly wore me out. Many of the guests

said they enjoyed it so much they asked to be sure to invite them for my one hundredth. Hope I can remember that. Maybe I can remember to invite them for Katherine's ninetieth, my memory may be that long, just two years.

We don't do much traveling now, since Katherine is still confined to her wheel chair or scooter, but we still enjoy entertaining visitors. You all come.  
*Jim.*

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

Hi Jock, Thank you and your crew for putting out a first class publication.

This past November we went to France with the Davids, McCuskers and the Pfeifers. We all rode over and back first or business class. We spent a few days in Paris and then headed for the Loire Valley. Good friends, excellent wines and the dinners that didn't start until 7:30 and ended after 1 IPM were greatly enjoyed. We spent a couple of days in the boyhood hometown of Louis Bleriot.

In January we were on Aer Lingus heading from ORD to Dublin with our good friends the Westlakes, to study the Easter Rising of 1916. Dave Westlake's study halls were Irish pubs with a pint of Guinness in his hand. We even stopped by the brewery to pay our respects. On the return Carolyn and myself were invited to ride in the cockpit for takeoff and landing.

Spring and summer have been spent at our cabin in northern Wisconsin and our remote cabin on northern Michigan's beautiful Keweenaw Peninsula.

June 25th found Carolyn and myself and many airline friends at the Bowers Museum in Santa Ana, CA. for the wedding of our son Jim to Wendy. It went flawlessly with the exception of the flower girl, our granddaughter Laura, age 5, who thought she was John Rocker with the rose petals. We actually paid retail to get out and back from the wedding, which amazed all my Scotch friends [sorry Jock].

I can't close without commenting on the Dave Petteys' letter on page 36 of the April issue. This wasn't the first Dave Petteys' letter I have had the pleasure to read. May 27, 1985 Dave wrote to my friend Larry Durbin telling him he had better return to work because ALPA will lose,

you will not have a job, etc. To quote directly from the letter, "Loyalty to pilots? Do they sign their paycheck? What kind of friendship is it that urges you to destroy your career?" Contrary to Dave's letter, Larry Durbin's career was not destroyed. Larry is currently flying the 747-400 and will proudly retire this November. Our best to all of you, **Bob & Carolyn**

**WALT KIMMEY**, walterckimney@yahoo.com, LAX,EWR,MIA,JFK,LAX,ORD,MIA

Jock, the above email address is new. So far, this has been a good year. Eloise and I took the 3 kids, their spouses and 3 grandkids to the Bahamas in celebration of our 50th wedding anniversary on Aug. 6th. Believe me, I made no mistake marrying this wonderful gal. We're in the North Carolina mountains now, as we are every summer, enjoying cooler temps, golf and tennis. Add my thanks to all who do such a great job on the *RUPANEWS*. *Walt*

**JOHN E. KING '64 – '84**. DCATK, DCAFO  
kingaviation@juno.com

Last Sept. I got my every five year off to you, and since it hasn't been printed, that it got lost in the U.S. mail, or you were offended that it included a picture of my 1939 UPF-7. If you can print a double picture of Steve Wilkey on his Japanese motor bike in the August issue, then the Waco should be on the next cover. [*Jeeze! John, I thought you were merely advertising the state of Virginia. But here's a photo of the apple of your eye. Ed* ]



*Waco in front of Flying Circus Hangar*

Sold all my cattle two years ago, and now only produce hay. Last year during the drought, hay was like gold, now this year, with plenty of rain, I

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can't give it away.

I'm still busy repairing old stuff – a 1946 Massey Harris Pony, a '48 Willys Jeepster, and a '59 Piper TriPacer. When I bought the TriPacer basket case, I consulted my "experts", Hamp Miller and Phil Steiner, and both strongly recommended that I take off the big wheel in the front and put a little wheel in the back. That would have cost about \$5,000 and a lot of time, so I'm keeping it a real ugly TriPacer. **John**

### **The Link Trainer**

Edwin Link was born in 1904. He was six when his father formed the Link Piano and Organ Company. They produced the new hi-tech music makers of 1910 - player pianos and theater organs. Edwin joined the firm when he was 18. First he did repairs. Then he competed with Wurlitzer, installing theater organs, player pianos and theater organs. Link wanted to learn to fly. That was expensive business. Lessons cost \$25 to \$50 an hour, back when the dollar was worth more. He helped barnstormers as a mechanic in exchange for lessons.

Sometimes the fliers let him taxi airplanes on the ground for practice. Link found he could sharpen his responses to the controls without actually flying. With that, he gave birth to a great idea. He put his knowledge of organs and pianos to developing an airplane flight simulator. In 1929 he filed a patent.

You may remember his Link Trainer. It was a stubby little powder-blue box. Its tiny fake wings and tail were bright yellow. If you read Life magazine during WWII you saw a lot of it. It played a big part in training Air Corps pilots. Of course it took the Link Trainer time to reach that point. Link made his first sales to amusement parks. That's where people learned how good the machine really was.

Two things made his Trainer very effective. First, he'd made full use of organ and player piano technology, complex pneumatic systems and controllers that respond to manual input.

Second, he'd worked back and forth between real airplanes and his Trainer. He'd adjusted the response 'til it mimicked real flight very convincingly.

In 1934, the Air Corps realized they had to give

pilots a safer way to practice flying on instruments. They ordered Link Trainers. But so did the Germans and Japanese. By 1941, all our fliers had studied in Link Trainers. But so had the pilots who bombed London and Pearl Harbor. Our jet pilots today still learn in advanced Link Trainers. But Edwin Link retired from that business in 1954. He turned his creative genius on the ocean. He went on to 20 years of inventing advanced undersea technology - diving chambers, submarines, and more. When he died in 1981, he was as famous for that work as he was for the Link Trainer.

So the omnivorous nature of inventive minds plays out in the wondrous course of Link's fascinations from organs to airplanes and finally to means for living in the ocean deeps.

I'm John Lienhard, at the University of Houston, where we're interested in the way inventive minds work.

The Engines of Our Ingenuity is Copyright 1988-2000 by John H. Lienhard. This daily broadcast is available to NPR radio stations from the University of Houston.

*ATOS News - The newsletter of the American Theater Organ Society – August 2000*

[Thanks to member Dwight Lubich for sending the magazine. Ed]

**WANDA KLAMPFERER**—258 Mohawk Dr, Bensenville IL 60106

Just a little note since its birthday time again. I am a widow of a United employee (Herold Klampferer) for the past ten years. I still enjoy the newsletter, keeps me in touch with current information. Thanks to everyone who helps with the publication of the newsletter.

Dues and postage enclosed for another year.

**Wanda**

**ROBERT E. LINGLE**—5609 Buckley Drive El Paso, TX 79912

A footnote on the Stratocruiser letters, including that of my old mentor, Ray Lemmon:

In November, 1957, Pan Am's *Romance of the Skies* disappeared on a flight from SFO to HON. My anti-submarine squadron, VS-21, was dispatched from San Diego to rendezvous with the *USS Philippine Sea* for search and rescue. By the time we reached a spot about 950 miles from HON and after 3 days of a "square search" we found 17 bodies of the 44 on board

and much debris over a 33 square mile area. Medical examiners determined that the aircraft hit the water hard (a runaway prop was suspected) because of the trauma sustained by the bodies floating in life jackets (I can still see the flight attendant in her green uniform and the sharks).

In January, 1958, on a Western Pacific cruise aboard the *Philippine Sea* our squadron was dispatched to find a missing Air Force C-97. All that we found on the water there was oil, debris and a few personal items including a paperback of James Agee's *A Death in the Family*. **Bob**

**GEORGE MATHES** geomathes@msn.com  
Jock: Two years since retirement from UAL and two years into the "hobby" job – at least that was the intention. With the high volume of retirements and interest in investment management, it has been very busy. The good news is that it is an enjoyable interface dealing with many UAL friends and acquaintances – even curmudgeons like Bob Kelly.

My soul mate, Jacquie, is still an active UAL Flight Attendant and is finishing up seven years as the ORD AFA Council PAC chair. Although she has reached early retirement age she is planning to stick around, at least temporarily, and will be continuing her labor activities with the AFL-CIO Board in Illinois.

Still living in Woodstock, Illinois and will probably stay here for the foreseeable future. We really enjoy the *RUPANEWS* and appreciate all the volunteer work that goes into getting it out to the membership. Postage plus some extra is on the way to Cleve.

George

**DONALD A. MC GANN**—12255 Applewood Knolls Dr, Lakewood, CO 80215

Please pardon my tardiness. Nonetheless, am pleased to enclose check.

Just returned from a trip to Ireland with Elaine, our three children, their spouses and six and 6/9 grandchildren.

Thanks to you and all for superb *RUPANEWS* – truly appreciated. Great job. *Don*



**THOMAS F. McMAHAN**—Box 814, Zillah, WA 98953

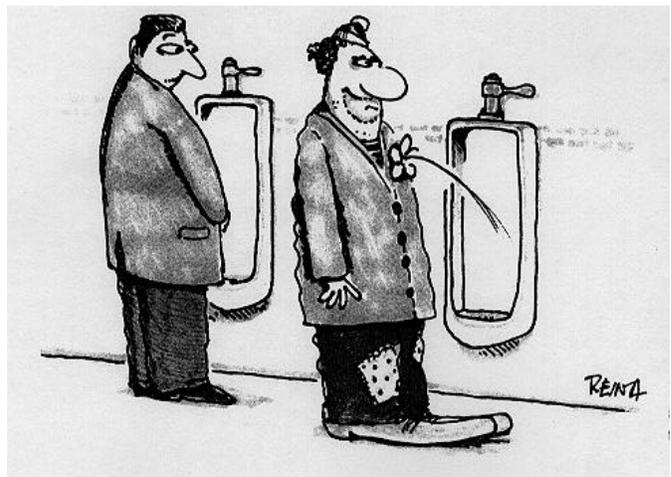
Another year has passed so quickly – seems only last week when I last wrote a note. The farm keeps going along, most everything has been harvested, apples are done and hay is in, last cutting. A rather mild year weather wise, quite dry even for here in the desert part of Washington. No rain since June, which has contributed greatly to the fire problems in the mountains.

We flew our 57 Piper Apache this summer after a one-year restoration project that actually took three years, but you all know how that goes. One kit of sheet metal screws had 1,100 pieces in it, and we found places for all of them plus more! Our daughter Shelley was home and helped me fly the first ten hours on the new engines. Everything went very smooth, always a worry when you have had something like this all apart on the shop floor. You always hope everything gets back together where it came from. An interesting sidelight to the project, it was originally designed in the late '40's and when you compare it to today's technology you can see how far we have come. Something as simple as a blind rivet, that we take for granted, wasn't available in those days to the light aircraft industry. The new wiring was almost half the weight of the wire removed. All the old wire was cloth covered.

It is fun to fly, very simple and easy. Lots of room inside the cabin. Plods along at a speed slow enough that we can enjoy the scenery.

We enjoy and appreciate your efforts in keeping the newsletter going.

Many thanks, Tom & Sue



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**DENNY OWENS** P.O. BOX 1156, NOVATO,  
CA. 94948 a101der@usa.com

Dear Jock & colleagues

Two years retired and I now know what procrastination means. Can't imagine how I found time to go to work at UAL. I appreciate hearing from all segments of the united family, and the news you publish helps balance some of the official company publications I receive.

The signal events in my last year were the passing of my father at age 90, at home in his own bed, and the birth of grandson #2, to daughter #1 in PHX.

No big vacation trips, just visits to the relatives, but most enjoyable just the same. I am happy to say that when we do travel on UAL we are treated with more respect than is due a retired pilot!

Checks in the mail! Best wishes to all  
DENNY

**MARVEL R. RANDALL**—PO Box 514, Enumclaw, WA 98002

Hi Cleve, Enclosed you will find my dues for the next year. We just got home from 2 months in Canada thus I am a little late. Spent 2 months watching my wife catch the most fish and the biggest one. All I can say in defense is she sure had a good guide!! As ever, *Ray*

**BOB SCHAET** cavok@earthlink.net

Dear Jock: The past year has been a good one for my wife, Linda, and me. Good health and a rising stock market have allowed us to do some traveling and buy a condo.

Last November saw us get aboard the Royal Princess at Fort Lauderdale and sail through the Caribbean and the Panama Canal. Our 31-day cruise then went around South America to Buenos Aires. It was an enjoyable and relaxing journey. One of the highlights was a stop at Port Stanley in the Falkland Islands. It reminded me a lot of the countryside in northern Scotland. After a few days touring Buenos Aires we had the pleasure of a first class ride on a United B-777 back to Miami and home.

After Christmas I began fund-raising and training for the American Lung Association "Big Ride 2000". The deal was that if I raise seven thousand dollars for the ALA I would get to pedal my

bike across the United States as part of the "Big Ride". The fund raising and training went well. On June 19, 201 of us left the University of Washington in Seattle destined for the National Mall in Washington, D. C. After 40 days of pedaling (83 miles on average per day) with 8 rest days here and there along the way, we reached our destination in front of the Lincoln Memorial. This experience was one of the highlights of my life. Not only did the dollar total reach my fund raising goal of ten thousand but the total donations from those I solicited exceeded fifteen thousand dollars. The 201 participants of "Big Ride 2000" combined raised more than 2.1 million dollars! Many of donors who contributed in my name (or more correctly Big Rider #2097) are fellow retired United pilots. On behalf of the American Lung Association and myself, I say "Thank you very much. You are supporting an extremely worthy cause".

Our new condo in Great Barrington, MA will allow us to spend summers up north and, like real "snowbirds", winters in Jupiter, Fl. Anybody passing near either of these locales please drop in. Jock, I like reading the *RUPANEWS* Keep up the good work.

Bob Schaet

**EDGAR MOORE** 56/88

nancynemoore@uswest.net

Hello all: Another year retired—twelve of them now.

Nancy and I are healthy and doing well. We are settled in, having moved since last year.

We spent two months this summer in Colorado in the motor home. We both have hobbies or projects, mostly indoors. It's too warm for the motorcycle, but son, now, I'll have it out.

We don't fly anywhere. We have two Boston terriers, so we travel by car or motor home.

Best wishes to all, and thanks again to the crew producing the news for us .

Check to Cleve. Ed



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**JOHN A. SHRANDT** 5330 Lighthouse Bay Dr.  
Madison WI 53704

Dear Cleve: Have known my birthday was in July for 50 or 60 years, but still manage to forget to send the check on time.

Still have the traveling bug - went whale watching on the Argentine coast last fall, and other shorter trips.

Thanks to all of you who put out the *RUPANEWS*. Regards, Jack

**DICK AND FRAN SCHULTZ** 926 Vista Lago Way, Boulder City, NV, 89005

RPScessna@aol.com

DCA -ORF-YIP-ORD-LGA-ORD 55/87

I will be a month late, have been very busy. In Aug/00, Fran and I bought a townhouse in St. Charles, IL, so in the summer months we can be closer to our children and grandchildren. In May of this year our youngest daughter had her 2nd child, our 5th grandchild. Grandkids are between 4mo. and 15 years of age. The new granddaughter has more hair than I do, oh, to be an infant again.

Jock, I will send our new address to you when we go back to IL in May of '01. [*It's best if you send it to Cleve Spring, as he keeps the subscription list. Ed*]

Fran and I have flown our 182 to a beautiful place called Capitol Reef National Park in central UT which is located by a small town called Torrey. We have friends there who own a bed and breakfast in Torrey. They also have RV parking. If you think Bryce Canyon and all the rest are beautiful, you have got to visit this place, its beauty is awesome. It's the best kept secret in UT, but probably won't be for long. From Boulder City airport (61B) to Wonderland County airport (38U) it's about an hour and 45 minute flight in a 182. It's about a 5 hours drive from Las Vegas and a 3-hour drive from Salt Lake City. If you'd like more information about this place, please e-mail me.

Well, this year makes 13 years into retirement. We are both in good health and thank God for that.

RUPA's support of the Rancho Academy of Aviation and Aerospace in LV [*RUPA gave a one-time grant about a year ago. Ed*] produced two more private pilots, both are girls. One is at Emery

Riddle, Prescott, AZ and will be going into the Air Force Academy, the other is working at the FBO where she got her private pilot's license. She wants to be an airline pilot.

This fall there will be 22 students who will be going for their private Pilot's license. Thank you RUPA for your support to a great high school program. In the year 2001, there will be 75 students who will graduate from this program, the first graduates. Some will be going into aerospace engineering, and some into flight. There are now about 375 students in this program. What a thrill it has been to be part of this program and to watch it grow. You too, as a retiree, have so much to give to our youth in the area of aviation. As you can see, it can really help our young people to get involved. The last 8 years of my life in retirement have been the most gratifying years of my 54 years in aviation. Our industry is in sad shape and needs all of our help. Please, e-mail me if you'd be interested in getting involved in the education of our young people as it pertains to aviation.

Until next year, Fran and I would like to wish all of you, good health and happy retirement. And to all of you who work so hard to put this journal together each month, thank you and God bless. Check is in the mail to Cleve for postage and stuff.

*Dick and Fran Schultz*

**THEODORE G. SHOLL**—4000 Cape Cole Blvd, Punta Gorda, FL 33955

Boy, these years go by fast. Five years since I set the last parking brake. We are dividing time between Punta Gorda, FL and Coronado, CA and will probably move back to Calif. full time this year. Upgraded our sailboat to a new Catalina 380 this summer here in Coronado.

Marion and I are enjoying tennis and golf and of course the grandkids. (Three in number, ages 15, 13 and 8.)

High point was crewing on a sailboat in the Newport/Ensenada race in May--finished third in class sailing a Catalina 42. Other crewmembers a retired Northwest Captain, a retired Delta Captain and a retired Navy guy--how can you lose with all that expertise?

Looking forward to the RUPA cruise in November. Check's in the mail, promise. *Ted*

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## **The Gimli Glider**

*by Wade H. Nelson*

If a Boeing 767 runs out of fuel at 41,000 feet, what do you have? Answer: A 132 ton glider with a sink rate of over 2000 fpm and marginally enough hydraulic pressure to control the ailerons, elevator, and rudder. Put veteran pilots Bob Pearson and cool-as-a-cucumber Maurice Quintal in the in the cockpit and you've got the unbelievable but true story of Air Canada Flight 143 known ever since as the Gimli Glider.

Flight 143's problems began on the ground in Montreal. A computer known as the "Fuel Quantity Information System Processor" or "FQIS" manages the entire 767 fuel loading process. The FQIS controls all of the fuel pumps and drives all the 767's fuel gauges. Little is left for the crew and refuelers to do but hook up the hoses and dial in the desired fuel load. But the FQIS was not working properly on Flight 143, later discovered to be due to a poorly soldered sensor. A one-in-a-million sequence of mistakes by Air Canada technicians investigating the problem managed to defeat the redundancy built into the system. This left Aircraft #604 without working fuel gauges. In order to make their flight from Montreal to Ottawa, and on to Edmonton, Flight 143's maintenance crew resorted to calculating the 767's fuel load using a procedure known as "dripping" the tanks. "Dripping" might be compared to calculating the amount of oil in a car based on the dipstick reading.

Among other things, the specific gravity of jet fuel is needed to make the proper drip calculations. The flight crew had never been trained how to perform the drip calculations.

To be safe they re-ran the numbers three times to be absolutely, positively sure the refuelers hadn't made any mistakes each time using 1.77 pounds/liter as the specific gravity factor. This factor was written on the refuelers' slip and was used on all of the other planes in Air Canada's fleet. The factor the refuelers and the crew should have used on the brand new, all-metric 767 was .8 kg/liter of kerosene.

After a brief hop Flight 143 landed in Ottawa. To be completely safe, Pearson insisted on having the 767 re-dripped. The refuelers reporting the plane as having 11,430 liters of fuel contained in the

two wing tanks. Pearson and Quintal, again using the same incorrect factor used in Montreal, calculated they had 20,400 kilos of fuel on board. In fact, they left for Ottawa with only 9144 kilos, roughly half what would be needed to reach Edmonton.

Lacking "real" fuel gauges Quintal and Pearson manually keyed 20,400 into the 767's flight management computer. The flight management computer kept rough track of the amount of fuel remaining by subtracting the amount of fuel burned from the amount (they believed) they had started with. Their fate was now sealed.

According to Pearson, the crew and passengers had just finished dinner when the first warning light came on. Flight 143 was outbound over Red Lake Ontario at 41,000 feet and 469 knots at the time. The 767's "Engine Indicator and Crew Alerting System" (EICAS) beeped four times in quick succession, alerting them to a fuel pressure problem. "At that point" Pearson says "We believed we had a failed fuel pump in the left wing, and switched it off. We also considered the possibility we were having some kind of a computer problem. Our flight management computer showed more than adequate fuel remaining for the duration of the flight. We'd made fuel checks at two waypoints and had no other indications of a fuel shortage." When a second fuel pressure warning light came on, Pearson felt it was too much of a coincidence and made a decision to divert to Winnipeg. Flight 143 requested an emergency clearance and began a gradual descent to 28,000. Says Pearson, "Circumstances then began to build fairly rapidly." The other left wing pressure gauge lit up, and the 767's left engine quickly flamed out.

The crew next tried crossfeeding the tanks. Pearson and Quintal immediately began making preparations for a one engine landing. Then another fuel light lit up. Two minutes later, just as preparations were being completed, the EICAS issued a sharp bong--indicating the complete and total loss of both engines. Says Quintal "It's a sound that Bob and I had never heard before. It's not in the simulator." After the "bong," things got quiet. Real quiet. Starved of fuel, both Pratt & Whitney engines had flamed out. Pearson's response, recorded on the cockpit voice recorder was "Oh F\_\_\_."

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At 1:21 GMT, the forty million dollar, state-of-the-art Boeing 767 had become a 132 ton glider. The APU, designed to supply electrical and pneumatic power under emergency conditions was no help because it ran off the same fuel tanks as the engines. Approaching 28,000 feet the 767's "Glass Cockpit" went dark.

Pilot Bob Pearson was left with a radio and standby instruments, noticeably lacking a vertical speed indicator - the glider pilot's instrument of choice.

Hydraulic pressure was falling fast and the plane's controls were quickly becoming inoperative. But the engineers at Boeing had foreseen even this most unlikely of scenarios and provided one last failsafe - the RAT. The RAT is the Ram Air Turbine, a propeller driven hydraulic pump tucked under the belly of the 767. The RAT can supply just enough hydraulic pressure to move the control surfaces and enable a dead-stick landing. The loss of both engines caused the RAT to automatically drop into the airstream and begin supplying hydraulic pressure.

As Pearson began gliding the big bird, Quintal "got busy" in the manuals looking for procedures for dealing with the loss of both engines. There were none. Neither he nor Pearson nor any other 767 pilot had ever been trained on this contingency. Pearson reports he was thinking "I wonder how it's all going to turn out." Controllers in Winnipeg began suggesting alternate landing spots, but none of the airports suggested, including Gimli, had the emergency equipment Flight 143 would need for a crash landing. The 767's radar transponder had gone dark as well, leaving controllers in Winnipeg using a cardboard ruler on the radar screen to try and determine the 767's location and rate of descent.

Pearson glided the 767 at 220 knots, his best guess as to the optimum airspeed. There was nothing in the manual about minimum sink - people just didn't glide jet airliners. The windmilling engine fans were creating enormous drag, giving the 767 a sink rate of some where between 2000 and 2500 fpm. Copilot Quintal began making glide-slope calculations to see if they'd make Winnipeg. The 767 had lost 5000 feet of altitude over the prior ten nautical (11 statute) miles, giving a glide ratio of approximately 11:1.

ATC controllers and Quintal both calculated that Winnipeg was going to be too far a glide, the 767 was sinking too fast. "We're not going to make Winnipeg" he told Pearson. Pearson trusted Quintal, and immediately turned north. Only Gimli, the site of an abandoned Royal Canadian Air Force Base, twelve miles away, remained as a possible landing spot. It wasn't in Air Canada's equivalent of Jeppesen manuals, but Quintal was familiar with it because he'd been stationed there in the service.

Unknown to him and the controllers in Winnipeg, Runway 32L (left) of Gimli's twin 6800 foot runways had become inactive and was now used for auto racing. A steel guard rail had been installed down most of the southeastern portion of 32L, dividing it into a two lane dragstrip. This was the runway Pearson would ultimately try and land on, courting tragedy of epic proportions.

To say that runway 32L was being used for auto racing that day is perhaps an understatement. The inactive runways had been "carved up" into a variety of racing courses, including the aforementioned dragstrip. Drag races were perhaps the only auto racing event not taking place on July 23rd, 1983 since this was "Family Day" for the Winnipeg Sports Car Club. Go-cart races were being held on one portion of runway 32L, and just past the dragstrip a portion of the runway served as the final straightaway for a road course. Around the edges of the straightaway were cars, campers, kids, and families in abundance. To land an airplane in the midst of all of this activity was certain disaster.

Pearson and Copilot Quintal turned toward Gimli and continued their steep glide. Flight 143 disappeared below Winnipeg's radar screens, the controllers frantically radioing for information about the number of "souls" on board.

Approaching Gimli Pearson and Quintal made their next discovery: The RAT didn't supply hydraulic power to the 767's landing gear, flaps, or slats. Pearson ordered a "gravity drop" as Pearson thumbed frantically through the Quick Reference Handbook, or QRH. Quintal soon tossed the QRH aside and hit the button to release the gear door pins. They heard the main gear fall and lock in place. But Quintal only got two green lights, not three. The nose gear, which fell forward against

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the wind, hadn't gone over center.

Six miles out, Pearson began his final approach onto what was formerly RCAF Station Gimli.

Pearson says his attention was totally concentrated on the airspeed indicator from this point on. Approaching runway 32L he realized he was too high and too fast, and slowed to 180 knots. Lacking dive brakes, he did what any sailplane pilot would do: He crossed the controls and threw the 767 into a vicious sideslip. Slips are normally avoided on commercial flights because of the buffeting it creates, unnerving many passengers. As he put the plane into a slip some of Flight 143's passengers ended up looking at nothing but blue sky, the others straight down at a golf course. Says Quintal, "It was an odd feeling. The left wing was down, so I was up compared to Bob. I sort of looked down at him, not sideways anymore."

The only problem was that the slip further slowed the RAT, costing Pearson precious hydraulic pressure. Would he be able to wrestle the 767's dipped wing back up before the plane struck the ground? Trees and golfers were visible out the starboard side passengers' windows as the 767 hurtled toward the threshold at 180 knots, 30-50 knots faster than normal. The RAT didn't supply "juice" to the 767's flaps or slats so the landing was going to be hot. Pearson didn't recover from the slip until the very last moment. A passenger reportedly said "Christ, I can almost see what clubs they are using." Copilot Quintal suspected Pearson hadn't seen the guardrail and the multitude of people and cars down the runway, but by this point it was too late to do anything about them. A glider only gets one chance at a landing. Quintal bit his lip and stayed silent, realizing the colossal tragedy about to unfold.

Why did Pearson select 32L instead of 32R?

Gimli was uncontrolled so Pearson had to rely on visual cues. It was approaching dusk. Runway 32L was a bit wider, having been the primary runway at Gimli in prior years. Light stanchions still led up to 32L. And the "X" painted on 32L, indicating its inactive status, was reportedly quite faded or non-existent. Having made an initial decision to go for 32L, the wide separation of the runways would have made it impossible for Pearson to head for 32R at the last moment. Pearson says he "Never even saw 32R, focusing instead on

airspeed, attitude, and his plane's relationship to the threshold of 32L."

The 767 silently leveled off and the main gear touched down as spectators, racers, and even kids on bicycles fled the runway. The gigantic Boeing 767 was about to become a 132 ton silver bulldozer. One member of the Winnipeg Sports Car Club was reportedly walking down the dragstrip, five gallon can full of hi-octane racing fuel in hand, when he looked up and saw the 767 headed right for him. Pearson stood on the brakes the instant the main gear touched down. An explosion rocked through the 767's cabin as two tires blew out. The nose gear, which hadn't locked down, collapsed. The nose of the 767 slammed against the tarmac, bounced, and then began throwing a three hundred foot shower of sparks. The right engine nacelle struck the ground. The 767 reached the tail end of the dragstrip and the nose grazed a few of the guardrail's wooden support poles. (The dragstrip began in the middle of the runway with the guardrail extending out towards 32L's threshold) Pearson applied extra right brake so the main gear would straddle the guardrail.

Would all the sports car fans all be able to get out of the way, or would Pearson have to veer the big jet off the runway to avoid hitting stragglers?

The 767 came to a stop on it's nose, mains, and right engine nacelle a hundred feet from spectators, barbecues and campers. The fuselage was intact. Inside, for an instant, there was silence. Then cheers and applause broke out among Flight 143's passengers. They'd made it; they were all still alive.

But it wasn't over yet. Fire had broken out in the nose of the aircraft. Oily black smoke began to pour into the cockpit and front of the cabin. The fiery deaths of passengers in an Air Canada DC-9 that had made an emergency landing in Cincinnati a month before was on all the flight attendant's minds and an emergency evacuation was ordered. The unusual nose-down angle the plane was resting at made the angle of some of the rear emergency slides nearly vertical. Descending them was going to be treacherous.

The only injuries that resulted from Pearson's dead-stick landing of Flight 143 came from passengers coming down the rear emergency slide too fast and hitting the asphalt. None of the inju-

ries were life-threatening. All of the race fans had managed to flee the path of the silver bulldozer. The fire in the aircraft's nose area was battled by members of the Winnipeg Sports Car Club who reconverged on the plane with dozens of hand-held fire extinguishers. Pearson had touched down 800 feet from the threshold and used a mere 3000 feet of runway to stop. A general aviation pilot who viewed the landing from a Cessna on the apron of 32R described it as "impeccable." The 767 was relatively undamaged.

Air Canada Aircraft #604 was repaired sufficiently to be flown out of Gimli by their chief CFI two days later, and after approximately \$1M in repairs, consisting primarily of skin repairs and replacement of a wiring harness, it re-entered the Air Canada fleet. To this day Aircraft #604 is known to insiders as "The Gimli Glider."

The avoidance of disaster was credited to Capt. Pearson's knowledge of gliding, which he applied in an emergency situation "To the landing of one of the most sophisticated aircraft ever built."

Captain Pearson credits Copilot Quintal strongly for his cockpit management of "Everything but the actual flight controls," including his recommendation of Gimli as an alternate landing spot. Captains Pearson and Quintal spoke at the 1991 SSA Convention in Albuquerque about their experiences. Pearson was, at the time, still employed and flying for Air Canada, and occasionally flying his Blanik L-13 on the weekends; he has since retired to raise horses. Maurice Quintal is now an A-320 Pilot for Air Canada, and will soon be captaining 767's including Aircraft #604.

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An amusing side-note to the Gimli story is that after Flight 143 had landed safely, a group of Air Canada mechanics were dispatched to drive down and begin effecting repair. They piled into a van. They reportedly ran out of fuel en-route, finding themselves stranded somewhere in the backwoods of Manitoba



**JOHN H. SHORE** 7940 Shipshead Creek Dr., Easton MD 21601

Hi Cleve,: Well I see I've missed the first deadline - retirement is just soooo relaxing! Thanks for keeping the faith, and continuing to send the *RUPANEWS*.

A move to the Eastern Shore of Maryland and exploring the local environs by air, land and sea, have fully consumed this past year. Perhaps I'll catch up by next July.

Thanks for all you efforts.

Best, **John**

**DAVE SHROYER** 10211 W. Ottawa Pl. Littleton, CO. 80127 benz29earthlink.net

Hello Jock: Read with much interest the article in the *RUPANEWS* Sept. 2000 written by and about Dick Edwards. Having been friends with Dick since WWII, most of the info was known; however, some of the things he related are new to me. If you please, I would like to relate to you something he would not tell you. Last year, several of the surviving members ,(and we are becoming few, of our Naval Air Transport Squadron One (VR 1) met in Annapolis to celebrate his 90th birthday. The occasion also was to witness the dedication of a large new wing which had been added to the Annapolis hospital. This new wing was paid for and donated by Dick. Dick is a very modest and private person and would be the last to let you know this, he has touched many lives through his philanthropy and care giving. He still does today.

Truthfully, there are some other humorous things about Dick that few people know, and I will not be the person to divulge them. Some of the retired Capital people may be interested in this point about Dick.

Jock be good to yourself so you know someone was!!

Warm regards **Dave**

**JOHN X STEFANKI** 26901 Beatrice Lane Los Altos Hills, California 94022 650 -941-1299  
MDW-ORD-SFO-ORD-SFO

Dear Jocko: I finally reached the fourscore stage. Surprisingly don't feel a heck of a lot different than I did when I was threescore except for a few

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new aches and pains, with a little less stamina than heretofore.

The past year had a few tribulations inasmuch as I had a bout with prostate cancer (PC). There were quite a few letters in the *RUPA NEWS* from other Ruparians on their experience with this dread "male" disease and offering any advice to anyone who wanted it. I was fortunate and contacted Glen Allred who gave me some sage PC advice that I was able to use. He advised me to go see an oncologist who was neither a surgeon or radiologist. This was to get an unbiased opinion. A surgeon seems to recommend surgery most of the time, and a radiologist, radiology the rest of the time. His doctor recommended a doctor in the UCSF Medical Center whom I went to see and, after a full physical examination, he advised radiation. I contacted Ken Ellis, and he recommended a doctor at the Loma Linda Hospital who used a proton treatment that he had used to eradicate Ken's PC. This I did. My urologist recommended radiation initially and I finally opted to have radiation at the Stanford Medical Center. I did not have a three dimensional conformal X radiation, but a new radiation method called Intensity Modulated Radiation Therapy (IMRT). I had hormone treatments for two months to shrink the prostate gland and seven weeks of IIVRT radiology. In IMRT the location of the prostate gland is computerized and the location is marked with indelible pencil on both hips and on the belly, so the machine radiates into the same location of the prostate gland. The rays penetrate into a smaller area of the gland to eradicate the cancer cells and there is less peripheral ray leakage to the rest of the body. My PSA has gone down from 14.0 to .031 after three months following radiation. To date I have been feeling fine.

I would remind all RUPA members to have their PSA taken, once a year to ensure that PC is not creeping up on them. An ounce of prevention is worth a pound of cure. If anyone has any questions about PC give me a call and I would be happy to discuss it with you.

Have sent my annual RUPA dues to Cleve. See you at the picnic and happy landings.

Fraternally yours,  
**JOHNNY X**

**WILLIAM H. STEGER**—4125 Hemlock Dr,  
Eagle River, WI 54521

Dear Cleve, Many thanks again to you and helpers who produce and mail the *RUPANEWS*! It is always a great read. Annual dues enclosed. It's been a busy and excellent summer here in the North woods of Wisconsin. Now licking wounds, doing boat maintenance, storing stuff, getting ready to transition back to lifestyle "B" down in Florida in early October.

Since owning our Piper Saratoga II, life is much better, travel wise. I never want to drive another Interstate! Or hang around ORD, hoping to get on something.

Am current on the doings at UAL, through ALPA recordings and my son, an ORD pilot. Never a dull moment there.

Best wishes and good health to all the great guys I've worked with at UAL, who read this.

Sincerely, **Bill**

**W. H. [BILL] STOCK**—13120 127th St. Ct. E.,  
Puyallup, WA 98374 whstock@prodigy.net

Dear Cleve, Linda and I are still enjoying our retirement here in Seattle and in Bradenton, Florida. We did not do as much boating this year as in years past due to the many other activities that we enjoy, namely golf and horseback riding. My golf game is improving a little at a time, and I have been fortunate to win money in many of the tournaments that I have entered. We will leave for Florida in the first part of October and stay until the middle of April. We can be reached at both places via our email address. We enjoy reading the mail and articles in *RUPA* each month and our thanks go to all the folders and stuffers. Enclosed is my check for next year plus a little extra for the kitty. Please change my mailing address to 9609 Valencia Cove, Bradenton, FL 34210. *Bill*

**JOE SVENDSEN**—5181 Sumac Ridge, Yorba  
Linda, CA svendsen72joe@hotmail.com

Hi Cleve, One more year rolls around. Seems like they go faster now. Had a great trip. Just got back last week. Spent 25 days in Norway. I belong to an organization called the Sons of Norway. My father was born in Stavanger Norway. They had their international Convention in Stavanger this year. We spent 12 days on a ship going from Bergen Norway to Kirkenes Norway. That's as far as

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you can go north in Norway. Its right near the Russian border. We then came back and spent four days in Bergen, flew to Stavanger for six days at the Convention. Flew SAS from EWR to Oslo and back. They moved us up to first class on both legs. The SAS flights were all great. The United flights from SNA to EWR via ORD and return were best described as pretty bad. Many unhappy people.

I enjoy the newsletter and thanks to all that work on it.

Missed my golf for over a month. *Joe*

**DWIGHT TERRELL**, Palm City, Fl.

ORD DEN LAX '41

'77 Dear Jock, I am sending my check to Cleve Spring. My wife and I are both fine. We play a little golf, spend time with family (all 23 of them), take care of church duties and go to dinner with friends. We appreciate the work you do to keep RUPA going.

Terry

**BOB VOGTRITTER** 1956-1988 ORD

vogtritter@aol.com

Greetings: It's said that a rolling stone gathers no moss. With this in mind, my wife and I have decided to pack up and move on. We will leave the cloudy and wet North West and move to hot and clear Arizona, where I can concentrate on my golf game. It's occurred to me that if I am to have any chance of winning the Masters golf tournament, it's now time to get serious. Therefore, we are moving into a golfing community north of Tucson.

I feel certain that I can, in a very short time, lower my 18 handicap to zero or perhaps less. What do you think?

I will of course, have to overcome several age related problems to accomplish this feat. Not the least of which are arthritis, dizzy spells, partial blindness and osteoporosis.

One big advantage I'll have, though, is my new driver. With my old driver I could only hit the ball about 180 yards into the woods, now however, with my new 300 dollar driver I can hit the ball 220 yards into the woods. As you can see, this is going to be a challenge. Stay tuned

'Till next time, *Bob*

**JIM "MUDDY" WATERS** eaux7@aol.com

Greetings from the low country of North Carolina.

Already two years retired - seems impossible.

That old tempus surely does fugit!

All is well here. In September Robin and I are off on a 35th anniversary trip to Greece and Turkey, including a week cruising the Greek islands. We'll probably even meet some Grecians. We have not yet visited either country, and we are really looking forward to it. The best part is that nothing will be space-available. What a concept - just go to the airport and get on a plane!

We are enjoying life here. I'm playing lots of golf, but Tiger has nothing to worry about yet. Robin is busier than when she was working. Still only a few UAL people down here, but more are discovering the area for vacations and retirement. If any friends are in our area, please call. We're in the book.

Nothing much else to tell, so I'll pass along a couple of jokes. (No, Jock, I don't expect to see them in print.) *[Well, maybe the cleaner of the two will pass muster. Ed.]*

A couple, getting on in years, were both concerned about their memory lapses. They were examined by the family doctor, who found nothing wrong physically. The doctor told them that some memory loss is inevitable with aging, and suggested that they each carry a small pad of paper and a pencil to jot down things that they wanted to remember. They took the physician's advice.

One evening, as they were watching TV, the husband said that he was going to the kitchen for a glass of milk, and asked his wife if she would like anything. Yes, she replied, she would like a dish of ice cream. As he got up from his chair, she told him that he should write down her request.

He said that he certainly did not need to write down anything he was going to get from the next room. Well, she said, she would like some chocolate syrup on the ice cream, and he really should write it on his pad. Once again he insisted he needed no written help for this simple task. As he reached the door, she requested a couple of strawberries on her ice cream, and added that with three things to remember he really should write them down.

He again insisted he needed no help, somewhat indignantly, noting that the three things go to-

gether.

Ten minutes later he returned and handed her a plate of bacon and eggs.

"I knew it!" she exclaimed. "I told you to write it down, but not you. You wouldn't listen! . . . You forgot the toast!"

Jock, please change my email address to:

eaux7@aol.com Thanks.

Cheers 'til next year, the *real* start of the 21st century, -Muddy

**BILL & SARAH WELLBORN**, Pensacola, FL.

BDWSEW@aol.com

MIA, DCA, CLE, ORD, DEN, DCA

Hi Jock: Too hot here to go out and play so it seems a good time to get this annual letter off. We just got back from a month of motorhome travel through the Northeast. Sixteen states and four thousand miles. Had a great visit with Paul & Julie Davis at their place in Maine. Since we retired we've averaged about ten thousand miles a year in motor homes and I think I'm starting to get a little tired of motorhome travel.

Last year we drove our car out to Las Vegas for the convention and had a delightful trip, so we are considering selling the motorhome and traveling by car from now on.

Our oldest son, AAL MD80 Capt. is in the process of building an ultralight. It's actually more of an experimental than an ultralight but can be flown as an ultralight. If I can convince him that I still know how to fly maybe I can get a little stick time.

I still have more kayaks than I know what to do with, but it's a compulsion and I can't seem to stop. Every time I see a different one I want it. I think I need help.

We sold our sailboat several years ago and I've been racing with friends on their boats but it's not the same and I have a hard time keeping my mouth shut when I should. So I bought a sixteen ft. outrigger with a twenty ft. mast. Goes like a streak of light and is very seaworthy.

Time to stop this. We look forward to getting the *RUPANEWS* every month.

We're passing on the cruise this year but will be at the convention next year.

See you then.

Bill & Sarah

**ROBERT T. WEST**—6454 E. Mercer Way,  
Mercer Island, WA 98040

Dear Cleve, Another year has rolled on by and time for postage. I enjoy RUPA so very much, but not as many writing in to reminisce with. I just celebrated the big "90" and going strong and retirement still pleasant and lots to do. I will be in touch next year.

Best regards, **Bob**

**M. GENE WHITE** 1577 Groton Dr, Hudson,  
OH 44236

Dear Cleve, I just retired in July and attended my first Cle Crazy meeting in Wooster. I saw a lot of old friends and had a great time. I had to miss the August meeting as we were doing the retirement thing "traveling." It looks as if retirement is going to be everything it is supposed to be, "Great." Thanks for the *RUPANEWS* as I see quite a few names from the past. It is good to see that they are still going strong. Thanks again, *Gene*

**JOHNNY WISDA** 401 Nineteenth Street Santa  
Monica, CA 90402-2431

The Tracy Aces became the nucleus of UAL flight executives after WWII. In every flight office was a Captain with this heritage. Two were vice presidents. One headed the Denver training facilities which originated at Tracy as the first airline pilots school of its kind in the world. Many had BS degrees from such Universities as M.I.T., Purdue, Stanford, Denver and Wisconsin. All had at least two years of college plus study under the Civilian Pilot Training Program.

All Tracy Aces had not gathered together at one time, under one roof until, In 1969, Captain Ned Simpson said, "Let's have a party". After much discussion, at the nineteenth hole of Ned's golf course, a Convention in 1970 was held at the Dunes Hotel, Las Vegas, sponsored, for the most part by Jake Gottlieb, part owner of the Dunes and frequent passenger on our airline.

Jake also owned one of the biggest trucking companies in Chicago born as a one truck operation, Moline to Chicago, in the early thirties. J. O'ing, a fellow crew member, and famous artist, designed our logo which now adorns jewelry, stationary, and walls. The two-day party was repeated in 1975 at the Tropicana, and again in 1980 at Reno. Ned passed away and Ken

Breitschopf carried the banner a few years later In SFO.

In research I gathered the only full history of the Tracy episode, including the names of all the natives who were so kind to us there. It has been a great career. Our first pay checks were under a hundred dollars a month, our last ones were about a hundred times that. Our kids could attend the best of schools. We were able to hit brand new golf balls in the lake and not cry any more. We stole our best friends' girl friends and most of all— if you can read this, you woke up this morning — some people didn't.

Johnny



### **The Wonder of Modern Air Transportation.**

*By Buck Hilbert ORD (ret.) United Airlines Historical Foundation*

When did it happen? When did the romance and the freedom of flight turn into the wonderful transportation system we have today? Was it when the Boeing 247 came to be? was it the DC3? There are those who say it was when the jet engine finally came along and freed the aircraft designers of the powerplant limitations we suffered from for so long.

We can lament the fact that flying is no longer the "Open Cockpit" experience, but we can also relish the fact that we can board an airplane with absolute assurance that we are going to get there, within the scheduled time, and be reasonably comfortable while enjoying in-flight entertainment, Flight Attendant services, rest rooms, and even though not quite living room comfort, be ready to face the day when we arrive.

Not so in the "Old Days". Just imagine how many open cockpit airplanes carrying one passenger and a little mail, would be needed to carry the payload of one 757 or Airbus. The 757 can hold 184 people, and their baggage, freight, mail, and whatever, and has trans ocean range.

Let your imagination wander a moment and feature 184 open cockpit 80 mph biplanes taking that same payload to someplace like New York. How many gates would we need? how many mechanics? how about passenger agents?

OK! so we've gotten them all loaded, the engines...most of them anyway, are started and now what happens to Air Traffic Control when they all taxi out and get in line for departure?

Mayhem, that's what! And even if Crew scheduling was able to get all the pilot seats filled, where would the seniority system set in. Who would lead the parade? No room for flight attendants, and what about the baggage handlers, how many do you suppose we'd have to have. And the Fuelers, and the passenger agents, and the cleaners.. You get the idea!

They are enroute. Wonder of wonders, we got them All off and on the way, They are strung out from here to Goshen, Indiana. Radio? Hah! We'd better not even think of the mayhem, the position reports, maintenance problems, and irregularities communications we'd have. And

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think of the fun Corporate Communications would be having answering complaints about baggage, forced landings, and the like.

We haven't even considered weather. It's perfect today, so that's not a problem. Winds? Yes, we have tailwinds and That's ideal. We're making 105 mph today. Lets see, the Official Mileage to Now York's LaGuardia is 733. We have to stop at least three times for gas along the way, I figure we will be enroute about ten-and-a-half hours today.

What about creature comforts? Rest rooms?, coffee? tea?, water? you'll get these when we land for gas. But you'll have to stand in line cause there are 183 other airplanes coming and going at the same landing places, Again, picture what kind of ground support would be needed at these intermediate stops.

While you are thinking about these things, picture them in your mind and compare this imaginary experience to what we have, today, Every time we board one of our airliners of today, even though some of them are over twenty years old, we owe something to those pioneers, those people who made it all possible.

Over to you,

### **Medicare HMOs to Cut Enrollees,**

*LOS ANGELES TIMES* Friday, June 30, 2000  
Washington

Health maintenance organizations, complaining that federal payments are inadequate, are expected to cancel coverage next year for more than 700,000 people enrolled in Medicare HMOs thousands of them in Northern California according to an industry survey released yesterday.

Many of the older Americans will lose the extra benefits provided by the HMOs, including low cost coverage for prescription drugs, which are not included in the regular Medicare program.

*Aetna US Health Care* will be making the biggest cutbacks, canceling coverage for more than 355,000 people in 14 states. The company is leaving seven Northern California counties where 15,280 people are enrolled in its Medicare HMO.

*Foundation Health Systems* will jettison 19,000 members, including 3,200 people in central and Northern California. Earlier this month, *Cigna Corp.* announced it was leaving several markets nationwide affecting more than 100,000 enrollees. At Santa Ana based *PacificCare Health Systems*,

which covers 1.1 million Medicare beneficiaries, a company source said that last minute negotiations with the federal government had persuaded them not to pull out of California.

The changes would take effect January 1. Beneficiaries whose HMOs pull out of Medicare would not lose insurance coverage. They could select another HMO if one is available in their county, or return to the traditional Medicare system,

### **Something in the Air: Easing Indoor Allergies**

*By Dr. Andrew Weil*

Cold season is upon us but for millions of Americans with coldlike symptoms this time of year, the problem is actually indoor allergies. Sometimes it's difficult to tell the two apart, as both afflictions can cause nasal stuffiness, headache, sneezing, runny nose, coughing, and fatigue. Some clues that what you've got is actually an allergy might include the absence of fever; the presence of tell-tale symptoms like itchy eyes, nose, or throat; or the simple fact that your symptoms just won't go away.

Allergies are the result of the immune system's overactivity in mistaking harmless substances such as dust mites, molds, or pet dander for dangerous invaders. When susceptible people inhale an allergen, their bodies churn out antibodies that cause mast cells lining the eyes and nose to release histamine, the chemical messenger that causes unpleasant allergic symptoms. To my mind, the goal of allergy treatment should be to encourage the immune system to coexist peacefully with allergens: Allergies are a learned immune response, and anything learned can be unlearned. I have seen long-standing, severe cases of allergy disappear with the use of mind body techniques and changes in lifestyle, such as when the sufferer switched jobs, ended an unhealthy relationship, or otherwise eliminated sources of stress.

No one knows exactly what causes allergies to develop, but we do know that they have multiple roots. Genetics plays a role, as a child with an allergic parent has a greater chance of developing an allergy. The mind and nervous system contribute as well: Emotional stress can precipitate allergic reactions, and relaxation can moderate them. One fact that is clear is that cases of indoor allergy are rising: Some experts are blaming our su-

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per-insulated, energy-efficient homes and offices, which keep us locked inside with allergens, especially during the cold weather months.

Conventional treatments for allergy are not very good. Antihistamines often reduce symptoms, but they can also make you drowsy and lethargic. I consider them toxic drugs that often perpetuate an allergy by suppressing it rather than changing it. This is also true of steroid inhalers, which can be very effective at relieving symptoms but may also weaken immunity. I strongly advise you to hold these treatments in reserve until you've experimented with natural approaches.

#### *Natural Approaches to Alleviate Allergies*

Here are some gentle measures that can help alleviate and (over time) even eliminate indoor allergies. (Many of these measures are also helpful for seasonal allergies such as hay fever.) If these methods don't bring you the relief you want after a few months, consider seeing an allergist.

*Experiment with mind-body techniques.* Allergic reactions clearly straddle the mind body border: A person who is severely allergic to roses may react just as strongly to a plastic rose. I've found that mind-body techniques such as hypnotherapy and guided imagery can be very effective in reducing allergic reactions while facilitating the immune system's unlearning of such reactions (I myself once got rid of a cat allergy that way). For referrals, send an SASE to the American Society of Clinical Hypnosis, 33 W Grand Ave., Suite 402, Chicago IL 60610; or call the Academy for Guided Imagery at (800) 726 2070 or (415) 389-9324. It's best to work with a practitioner who is experienced in treating allergies.

*Practice relaxation.* Because stress can trigger an allergic reaction, I suggest that people with allergies incorporate some method of relaxation into their daily routine, such as meditation, breathing exercises, or yoga.

*Control your environment.* In addition to taking steps to influence your immune system's response to allergens, I would also advise anyone with an indoor allergy to reduce exposure to environmental triggers. Researchers have found that prolonged exposure to allergens by sensitive people, especially children, is a key factor in developing asthma. One useful strategy is to install a high-efficiency particulate air (HEPA) filter in your

bedroom or other rooms where you spend a lot of time. HEPA filters can eliminate many irritants that worsen allergy symptoms. A good source for HEPA filters and other allergy control products is the Priorities catalog: Call (800) 553-5398 or visit [www.priorities.com](http://www.priorities.com).

*Say no to milk.* Milk and dairy products may irritate the immune system and contribute to allergies. Try eliminating these substances from your diet for a couple months and see what happens. Also, excessive protein in the diet can put the immune system into a state of hypervigilance, so limit your intake of protein to about 50 grams a day (the RDA for most adults) and eat more fruits, vegetables, and whole grains.

*Drink up.* To keep respiratory tract secretions fluid, drink lots of water - at least 8 to 10 glasses a day. Drinking plenty of water also speeds up the process of eliminating irritants and toxins from the body.

*Supplement with quercetin.* This bioflavonoid helps stabilize mast cells that release histamine. Found naturally in buckwheat, citrus fruits, and onions, quercetin is available in tablets and capsules at many health-food stores: Some products contain the pure substance, while others combine it with vitamin C and other bioflavonoids that may or may not enhance its effectiveness. Quercetin is a preventive, not a symptomatic treatment, so you must take it regularly to ease your allergies. Take 400 mg twice a day between meals. This supplement may take up to eight weeks to be fully effective.

*Take stinging nettle for symptomatic relief.* This non-toxic herb (*Urtica dioica*) has replaced antihistamines in the medicine cabinets of many of my patients. Stinging nettle can offer fast relief for allergic sneezing and itching eyes, ears, and throats, and is even a valuable source of trace minerals. The best form to use is a freeze-dried extract of the leaves, sold in capsules. (For a source, call the Eclectic Institute at 800-332-4372.) The recommended dose is one or two capsules every two to four hours while symptoms persist.

*Try nasal douching.* This ancient yogic practice involves using a warm saline solution to soothe inflamed nasal membranes and rinse away irritating particles. I advise people with indoor allergies

to perform a nasal douche once or twice a day. Mix one quarter teaspoon of salt in a cup of warm water and pour some into your cupped hands or a small glass. Inhale the solution through one nostril at a time (close the other nostril) and spit out through your mouth. You may sputter and cough at first, but with practice you should get the hang of it.

Use *NasalCrom* (cromolyn sodium) if necessary. Like quercetin, this over-the-counter nasal spray stabilizes mast cells that release histamine. Nasal-Crom prevents runny, itchy noses and sneezing, and seems to have fewer side effects than any other allergy medication. It may take two weeks of regular use to get its full benefit.

*Self Healing Oct. 1999*

### **Serious Sea Duty**

The following tale is from the history of the oldest commissioned war ship in the world, the USS Constitution. It comes by way of the National Park Service, as printed in *Oceanographic Ships, Fore and Aft*, a periodical from the oceanographer of the US Navy.

On 23 August 1779, the USS Constitution set sail from Boston, loaded with 475 officers and men, 48,600 gallons of water, 74,000 cannon shot, 11,500 pounds of black powder and 79,400 gallons of rum. Her mission: to destroy and harass English shipping.

On 6 October, she made Jamaica, took on 826 pounds of flour and 68,300 gallons of rum. Three weeks later, Constitution reached the Azores, where she provisioned with 550 pounds of beef and 2,300 gallons of Portuguese wine.

On 18 November, she set sail for England where her crew captured and scuttled 12 English merchant vessels and took aboard their rum.

By this time, Constitution had run out of shot. Nevertheless, she made her way unarmed up the Firth of Clyde for a night raid. Here, her landing party captured a whiskey distillery, transferred 13,000 gallons aboard and headed for home.

On 20 February 1780, the Constitution arrived in Boston with no cannon shot, no food, no powder, no rum and no whiskey. She did, however, still carry her crew of 475 officers and men and 18,600 gallons of water. The math is quite enlightening: Length of cruise: 181 days Booze consumption: 1.26 gallons per man per day (this does NOT in-

clude the unknown quantify of rum captured from the 12 English merchant vessels in November) Naval historians say that the re-enlistment rate from this cruise was 92%. It also marks the only time the Navy was awarded the EPA award for water conservation.

*Thanks to Ray Lahr*

### **Aviation Lies.**

The 33 Greatest Lies in Aviation

- \* I'm from the FAA and I'm here to help you.
- \* Me? I've never busted minimums.
- \* We will be on time, maybe even early.
- \* Pardon me, ma'am, I seem to have lost my jet keys.
- \* I have no interest in flying for the airlines.
- \* I fixed it right the first time, it must have failed for other reasons.
- \* All that turbulence spoiled my landing.
- \* I'm a member of the mile high club.
- \* I only need glasses for reading.
- \* I broke out right at minimums.
- \* The weather is gonna be alright; it's clearing to VFR.
- \* Don't worry about the weight and balance -- it'll fly.
- \* If we get a little lower I think we'll see the lights.
- \* I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.
- \* We shipped the part yesterday.



# OBITUARIES

- \* I'd love to have a woman co-pilot.
- \* All you have to do is follow the book.
- \* This plane outperforms the book by 20 percent.
- \* We in aviation are overpaid, underworked and well respected.
- \* Oh sure, no problem, I've got over 2000 hours in that aircraft.
- \* I have 5000 hours total time, 3200 are actual instrument.
- \* No need to look that up, I've got it all memorized.
- \* Sure I can fly it -- it has wings, doesn't it?
- \* We'll be home by lunchtime.
- \* Your plane will be ready by 2 o'clock.
- \* I'm always glad to see the FAA.
- \* We fly every day -- we don't need recurrent training.
- \* It just came out of annual -- how could anything be wrong?
- \* I thought YOU took care of that.
- \* I've got the field in sight.
- \* I've got the traffic in sight.
- \* Of course I know where we are.
- \* I'm SURE the gear was down

*Thanks to Tom Kenney*



## FORREST A. AUSTIN

It is with great pain and sadness that I must report the loss of the dearest and greatest friend I have ever had .....Proving his doctors wrong again ....a habit of his ....he diagnosed his own disease..."myelodysplasia" which, he said, would lead to fatal leukemia. His hemoglobin had been dropping for years, but recently accelerated downward. Finally, the doctors agreed ....about 4 or 5 months ago that he had myelodysplasia (I believe a failure to produce an adequate supply of red blood cells in the bone marrow), and started him on monthly blood transfusions. Forrest continued to walk his two miles every day ....usually in just over 27 minutes, but toward the end of the month, when he needed more blood, his time went to 33 minutes. He continued an active life, cutting his grass 3 times a week (he had the best lawn ....one acre ....in Southbridge, Ma., and he continued to play golf every day). What should have been treatment period of about 2 years or more, Forrest developed .full blown leukemia in 4 days. He had decided to take no treatment, but the doctors told him the alternative of doing nothing would be awful (I cannot go into the details), so with a heavy heart, Forrest left his home & was admitted to U Mass Medical Center, in Worcester. His first series of chemotherapy treatments failed and the doctors convinced him to try it one more time (reasonable, since one third fail the .first time) ... He finished his second series of treatment on Monday, Aug 28th. He had been in good spirits and very hopeful during his entire stay, but while waiting for the results, he took a bad turn for the worse on Tuesday, Aug 29th. Before the day was over, it was clear that he was in serious trouble. Twenty four hours later, just before 6pm on Wednesday, the 30th, God took him. His wife and his 5 children were by his side when he breathed his last. He suffered pain for half a day, but then they kept him pain free with a morphine drip, and comfortable.

I first met Forrest in January, 1956, when I transferred to JFK from MDW (ORD). Five of us "lived" in the JFK doghouse ....a small hotel with a 40 foot square living room and T.V. ....at least

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we lived there until the flight office discovered we were there ....but it was about 6 or 8 months of great fun (Three of the five are now gone and it would not be appropriate to bring up memories for any of their families and wives, by mentioning their names I wish I could because I loved them all).

For some reason, Forrest and I just "clicked", and we were instant friends. We'd play golf and hang out together ....always on "standby" (we'd leave home when we were about #2 or #3 and head for the doghouse). There was not a day that we did not speak with each other by phone several times. We liked the same things ....politics, stock market, flying and some sports, etc. We loved to laugh and he would always tell me "I am the most stupid person in the whole world"... and I'd reply..."No, the second most stupid. You're talking with the most stupid person now". Whatever problems we had, we could always depend on the other to listen. We had absolutely no secrets from each other. He was the most honest person I ever met (he could not lie, even if his life depended on it), and he didn't have a mean bone in his body. We were closer than brothers .....a friendship that I know will last throughout the ages ....and that we will meet again, in a better place and a better time. I know that he has experienced the Beatific Vision, which is the greatest love and happiness one can ever experience... to gaze on the face of God. Forrest was competitive and loved to "play" the stock market. While I followed it daily, I rarely made a trade (I feel it will soon crash), but Forrest was making three, four, five or more trades every day. He didn't lose, but he didn't make much either. The funny thing is that he was a genius at picking stocks. He had well over a dozen great stocks ...every one of which would have made him several million dollars with a small investment, usually long before Wall Street discovered them, but he just did not have the temperament to hold a stock. He desperately wanted to be an "investor" but always ended up being a "trader". He said he should have made at least \$50 million and ended up making almost nothing. That is why he kept saying he was "the most stupid person in the whole world". I kept telling him that God did

not want him to have a lot of money - money usually destroyed people (I did fairly well in the market 10 years ago ....but I gave it all away to my kids, who needed it so in the end, I was no "richer" than Forrest). Where we were wealthy was with our families. We both agreed we had the very best "kids" in the entire world. I loved all his kids ....equally....and he loved all of mine. (Actually, the entire families loved each and every one in both families). So that was the true riches. I was truly blessed twice in life ....once when I married my wife (who is also with God) and again, when I met and became a friend of Forrest. This is a devastating loss for Forrest's wife, children, grandchildren and in-laws. My heart goes out to them. I know I will never, never, ever forget Forrest. I know you are looking down now, Forrest, with a smile on your face. I have something to say to you. I will love you forever ....and may God watch over you and protect you always. All my love,

*John Downey 42 Waters Edge Ct., Babylon, N.Y.*  
P.S. Forrest spent most of his time based in JFK (and BOS), but retired off the 747 in LAX. in 1988. Forrest was a Protestant in an essentially Catholic town (mostly Irish, Italian, Polish, etc.). All his friends were Catholic, as were his wife and children. Forrest attended Mass on Christmas, Easter and a half dozen other Sundays every year. In his own way, he was very religious. He was so loved by the Priest and by so many in town, that they gave him ~ a funeral Mass and a beautiful Send-off, that only the New Englander can do .... especially the Irish. Now, that's a tribute!

### **MEL BRENT**

We regret to inform you that United Pilot Mel Brent and his brother Dick Brent, were both lost when their Beech aircraft crashed in Northern Colorado on Sunday [17 Sep.]. Dick had retired from American Airlines last year and Brent was retiring from United at the end of this month. Funeral Services will be held this Friday, September 22, 2000, at the Boulder Municipal Airport in the Blue Hanger.

*ALPA Council 33 Den*

### **MELVIN C. BRENT**

#### **2 Brothers Die in Longmont Plane Crash**

*The daily camera.com- 2000-09-19*

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Two brothers, both former Vietnam fighter pilots, died Sunday when their Beechcraft Bonanza crashed into a field south of Longmont.

Richard M. Brent, 61, of Boulder, and his brother, Melvin C. Brent, 60, of Westminster, died of multiple traumatic injuries when the plane hit a field, east of U.S. 287 between Plateau and Prospect roads. The crash happened at 11:53 a.m.

National Safety Transportation Board inspectors spent Monday examining the crash site. They did not have a cause of the crash.

Will Barclay of Business Aircraft Sales Corp. at Boulder Municipal Airport said he saw the Brents fly out about 10:20 a.m. "Dick Brent was very experienced," Barclay said. "He flew F4 phantoms over

Vietnam on many, many missions."

Both men gained flying experience as Navy pilots during Vietnam, Richard Brent Jr. said Monday.

"My father, Dick, retired last year as an American Airlines pilot," he said. "Mel would have retired at the end of this month as a United pilot."

The two brothers were close and grew up in Illinois wanting to fly together, Richard Brent Jr. said. They both moved to Colorado. Mel Brent lived in Lafayette before moving to Westminster. Richard Brent was part owner of the airplane, a S-35 series built in 1964.

### **RALPH I. DILLON**

Ralph I. Dillon died [of liver cancer] Aug. 30, 2000, age 64. Started with UAL 10-15-65, retired 12-1-1996. Based in ORD for 4 yrs., then SFO. He was a good man and friend. Will be missed by many. Memorial service held in Sonoma, Ca. Sept. 16th.

*Ken Corbin*

### **FRED GENTNER**

It is with much sadness that I report the passing away of my long-time friend and colleague, Fred Gentner. He died Saturday, September 16th at the age of 81. He is survived by his wife, Marge, and three sons.

Fred and I were students in a small class in meteorology at Boeing School of Aeronautics at Oakland Airport in 1942.

The war had just been going on for a short time when we started to school in January. Along about August, the company needed navigators as

well as pilots and radio operators. Out of our small class on meteorology students, three became flight navigators. Fred and I and Hugh Williamson became navigators in August, 1942. Hugh got drafted and used the GI Bill after the war to get educated.

Fred and I continued as flight navigators until the Inertial Navigating Systems did away with the human navigator. Fred became a crew man in San Francisco for a short time, and then retired.

If I were to characterize Fred in any way, it would be that he was always intense about everything.

This made him one of the best navigators. He also loved his wife intensely. He was deeply religious and this is probably a great comfort to his family.

I will miss him greatly!

*Don Sorenson*

**BILL MARTIN**, LAX, passed away on July 17, 2000. He died of heart failure and other complications. His birthday would have been September 19th.

I am enclosing a check for \$20.00 as I would like to continue receiving the *RUPANEWS*.

Sincerely, Minna Martin 4149 Andros Way, Oceanside, CA 92056

### **RUSSELL L. PEATE**

Captain Russell L. Peate, 67, of Niwot, Colorado died Aug. 26 in Louisville, CO. Services were held at 10 a.m. Thursday, Aug. 31, at Howe Mortuary in Longmont, CO. Captain Peate was born in Canon City, CO

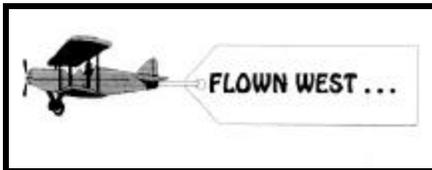
on Oct. 11, 1932. He married Inge McVehil in 1979.

### **ROBERT K. SHRINER**

Captain Robert K. Shriner, age 75, died September 13 at the Dwight Eisenhower Hospital in Palm Springs, Ca.

Bob was a pilot in the Army Air Corps before becoming a pilot for United Air Lines for 34 years. He retired from SFO in 1985. He is survived by his wife, Alice (A.J.), one son, Rob, and one daughter, Janet Karbend.

A Memorial Service was held September 18 in Palm Springs, and another on September 22 in Denver, followed by internment at Fort Logan, Colorado.



WILLIAM W. MARTIN	LAX	17 JUL 2000
CLAYTON F. TIDBALL	DENFO	11 AUG 2000
FRED PAGE Sr. *	SFO	24 AUG 2000
RUSSELL L. PEATE	DEN	26 AUG 2000
FORREST A. AUSTIN	JFK	30 AUG 2000
RALPH I. DILLON	SFO	30 AUG 2000
ROBERT K. SHRINER	SFO	13 SEP 2000
FRED GENTNER	SFOFO	16 SEP 2000
MELVIN C. BRENT*	DEN	17 SEP 2000



## 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.

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## 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

- 10 OCT McHenry Lunch—Warsaw Inn  
12 OCT SE FL Wives & Widows Lunch—*Deerfield CC*— 561-338-0570  
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  
24 FEB Boy's Night Out - Clarion Hotel SFO

Deadline: Always the second last Wednesday of the month.

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

Nov Deadline – 18 Oct

Folder's & Stuffer's – 1 Nov

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**PERIODICALS**

## **RUPANEWS**

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