



RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 6

(Journal 515)

June, 2002



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RUPANEWS

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RUPANEWS (USPS 017-562) is published monthly for members for \$25 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

PRESIDENT'S MESSAGE

There has been a lot of concern shown this month over an article published in "Crain's Chicago Business" about corporate pension funding levels at United. They pointed out that in addition to losing \$2.1 billion last year, United has unfunded pension liabilities of more than \$2.5 billion. United was planning to make a contribution on September 15 of last year when disaster hit and they had to use the money to keep the company afloat. United isn't alone here. Other airlines are in the same boat, as are other large corporations. We can only hope the economy improves which in turn will bring our trust fund up to a more comforting level. I'm sure there will be more on this subject later in this issue.

I received a call from Bill Brett on Tuesday the 14th asking if I would speak at the SEA Gooneybirds luncheon on Thursday the 16th. They had close to 90 in attendance for their annual coed affair. I would like to thank Bill Brett and Brent Revert as well as all the others for making Georgia and me most welcome. After an absence of one year, the SFO RUPA Picnic is back. The Elks Club in Palo Alto now has a liquor license for the picnic area, which was the problem last year. Plans are being formalized and the date will be announced in this issue. This is not just a local event. We would be more than pleased to have you attend from outside the local area.

The *RUPANEWS* is the glue that holds us all together. Please continue to send in your annual letters or anytime you have something to share. Also keep your address up to date. I get several calls a month from other retirees looking for the current address or E-mail of our members. Keep Cleve up to date.

I'm hosting a reunion for the 310th Bomb Wing that was based at Salina Kansas. If any of you were based there give me a call. Fraternally, Rich You are the glue that holds us together.

WIDOWS COORDINATOR

JACKIE PANCOAST ABEL, 16682 Bolero Ln, Huntington Beach, CA 92649 714-846-2119

Ladies: In response to my message to the ALPA representative, re: companion passes for widows,-----
Capt. Pat Palazzolo phoned and assured me that he is working on this matter.

Til the next time, *Jackie*

OUR "A" FUND CONCERNS

Doug Wilsman, 20234 Eagle Hill Lane, Ramona CA, 92065, 52-85, ORD, LAX dhwilsman@aol.com
Retired 17 years. I was on the ALPA MEC Pension Committee for a while in the early 80's. The other day, when UAL's common stock went down 18% (5-10-02), I got the urge to update my rusty recollection of the security mechanisms for our monthly fixed benefit pension payments. It turned out to be a pleasant experience.

I spoke to retirees who are former members of the Committee, and to the benefit staffs at UAL, at ALPA MEC in Chicago and at ALPA national in Herndon, VA, all of whom bent over backwards to respond to my questions.

The folks at the Herndon office even arranged it so I could have a phone conversation (:30 long) with the executive director of the federal Pension Benefit Guarantee Corporation which guarantees pension benefits for 43 million participants of private sector pension plans nation-wide.

The bottom line is that things look pretty good for the continued payment of today's monthly benefit *provided under the plan* to retired pilots if the sponsor of the plan (UAL) were to disappear today. The information that leads me to that conclusion would take up more space than would be suitable for this publication, so I would like to make a proposal.

I would be willing to volunteer to create the words for a detailed dissertation how benefit security mechanisms works for the monthly payments contemplated by the UAL Pilot's Fixed Benefit Retirement Income Plan for placement on the RUPA Web page (www.rupa.com.) I would get the words confirmed by the various responsible experts before publication, and would keep the words current as relevant changes in the situation warrant. Signed *Doug It shall be done, Ed*

AVCAD/NAVCAD REUNION 2002 – September 30 thru October 3, 2002 PO Box 425, Corpus Christi, TX 78403 Telephone 361-853-3910 email gob8282086@cs.com

**PLEASE SEND ALL
POSTAGE CHECKS, MADE OUT TO RUPA , and ADDRESS CHANGES
to
CLEVE SPRING
1104 Burke Ln, Foster City, CA 94404
Or
Answering/FAX Machine.
1-800-787-2429
Or
E-mail
New Email for Cleve Spring: clevespring@attbi.com**

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.

INFORMATION about Membership & Postage Fees:

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

Annual Postage Fee.....\$25

U. A. Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to:

Capt. T. S. "Ted" Bochniarz, Treasurer

11165 Regency Dr, Westchester, IL 60154-5638

U. A. Historical Foundation

Send donated artifacts to:

United Airlines Flight Center Mail Room

Attn: Tom Angelos

7401 Martin Luther King Blvd.

Denver CO 80207

Phone 303-780-5537

About the Cover: Stearman C-3B

Varney Air Lines was the first and one of the largest users of Lloyd Stearman's excellent line of biplanes. His original design was introduced at Clover Field in Santa Monica, California in 1927. The Varney Air Lines version of the C-3B was powered by a 200 h.p., 9 cylinder, Wright .J4. Other powerplants included the original 180 h.p. Hisso," the OX-5, and in 1928, the big "Whirlwind" J5.

Technical Data:

Powerplant:	200 h.p. Wright .J4	Cruise speed:	100 mph
Wing Span:	35' (upper)	Payload:	380 lbs.
Length:	24'6"	Range:	550 mires

Cruzin' with RUPA 2002

Panama Canal Cruise

October 31 - November 10, 2002

Fort Lauderdale, FL to Fort Lauderdale, FL

Join all of your RUPA Buddies for 10 days of good fun, camaraderie, etc, etc.....



<u>Day</u>	<u>Date</u>	<u>Port</u>	<u>Arrive</u>	
<u>Depart</u>				
0	Oct 31	Ft. Lauderdale, Florida	6:00 pm	
1	Nov 1	At Sea		
2	Nov 2	At Sea		
3	Nov 3	Puerto Limon, Costa Rica	6:00 am	6:00 pm

<u>Day</u>	<u>Date</u>	<u>Port</u>	<u>Arrive</u>	
<u>Depart</u>				
6	Nov 6	Willemstad, Curacao	noon	10:00 pm
7	Nov 7	Oranjestad, Aruba	7:00 am	4:00 pm
8	Nov 8	At Sea		
9	Nov 9	Half Moon Cay, Bahamas ¹	8:00 am	4:00 pm
10	Nov 10	Ft. Lauderdale, Florida	8:00 am	

CRUZ'n the "CANAL!!"

FORT LAUDERDALE HOTEL HELP

Accommodations will be difficult; there is a boat show in town. The prices are: October 29th-10 rooms @ \$129 ea.
October 30th 30 rooms @ \$129 ea.

RESERVATIONS MUST BE MADE BY SEPTEMBER 20, 2002. CALL SHERATON: 800-325-3535. The Hotel is the Sheraton Airport, FTL, and mention RUPA to get the agreed rate.

The hotel shuttles to the airport. Holland Cruise Line bus From Hotel. Or taxis at \$20 (estimated).

THESE ARE THE LATEST CRUISE FARES - Per Person

Verandah Deck;

Category B: \$2059. Verandah Deck forward and aft Category A: \$2189. Verandah Deck midship
Navigation Deck: Suite \$3399.

Inside Cabins:

Category N: \$1239. Dolphin Deck
Category M: \$1279. Dolphin Deck
Category L: \$1319. Main Deck
Category K: \$1359. Main Deck
Category J: \$1399. Main and Promenade Deck
Category I: \$1429. Main, Promenade, and Verandah Deck
Fully Obstructed Views

Outside Cabins:

Category B: \$1499. Dolphin Deck forward
Category G: \$1539. Main Deck forward
Category F: \$1579. Dolphin Deck forward and aft
Category F: \$1609. Dolphin Deck forward and aft
Category E: \$1639. Main Deck forward and aft
Category D: \$1669. Main Deck midship and Promenade Deck
Category C: \$1699. (These are Promenade Deck cabins)

Prices include: \$347 port charges, taxes, particularly the high Panama Canal tax.

Latest Cruz News

We have 75 cabins sold at this time. More than likely we will be asked to relinquish the cabins we are holding, so if anyone has a mind to go with us, now is the time to sign up.

Important: All cruisers must have a valid passport to get onto the ship.

Holland is sponsoring the first cocktail party, and RUPA is sponsoring the second one. If the word isn't out by now, the after-cruise room block has been canceled, so people are on their own post cruise. *Joe Ferric*

Latest "Cruz News" on www.rupa.org

Millbury Travel Service
240 Main Street, Millbury, MA 01527
508-865-6119 - - - 1-800-966-6007

**October 31, 2002 10-Day Panama Canal Cruise
SS Rotterdam - Holland America Cruise Line**

Names _____

Address _____

Telephone (Home) _____ **(Work and/or FAX)** _____

Your choice of accommodations for _____ persons:

Inside Cabin Category _____ **Outside Cabin Category** _____ **Outside cabin with Balcony Category** _____

Deposit \$500 PP Due with reservation . Final Payment Due: August 1st, 2002

Paid By: _ **Check made out to Millbury Travel**

Credit Card: MC VI AMEX DIS (Please circle one)

Card # _____ **Exp Date** _____

Name on Card _____

Cancellation Penalties:

75-46 Days before sailing \$500 Per Person
45-16 days prior to sailing, 50% of gross fare
15 days or less 100% penalty

CHICAGO AREA LUNCH

On May 1, 2002 our Chicago RUPA group met at the *Itasca C.C.* for our quarterly luncheon. We had a good turn out of 61 people. We had beautiful weather and a great room overlooking the golf course. Milt Jensen, our M. C., kept us well entertained and informed. We had a good time and will do it again. See you August 7, 2002. *Bernie Sterner*

In attendance: Don & Joan Anderson, Jim Arnfield, Leroy & Eva Baer, Ken & Meriel Bergsma, Glenys Bird, Louise Bernier, Bob Blackwell, Lois Benedict, Jim Bone, Bob Bos, Joe Bozliniski, George Bracke, Orv & Betty Braun, Hazel Carlson, Phil & Phyllis Capuzelo, Ernie & Loraine Burmeister, Al Ciciora, Frank Cleland, Norm Clemetsen, Vern Cummins, Bill & Bert Depner, Barry & Carol Davidson, Roger Ehm, Tom Fasiang, Phil & Helen Fisher, Don Gerber, Bruce Green, Lou & Mary Gust, Bill Irwin, Milt & Ina Jensen, Bob Kuick, Jim McCusker, Kay McMurry, Claude Nickell, Margie Nelson, Richard Nicholson, Bob Olson, Ray Potsic, Dottie Ratcliffe, Faye Schillmiller, Al Schening, Jack Starr, Bernie & Rachel Sterner, Bill Thompson, Helen Thomsen, John Wade, Jim Young, Dale & Pam Dopkins.

CHICAGO RETIREMENT PARTY - 2002 Friday, November 8, 2002, at the O'Hare Westin More to follow, Thanks Robert G. Blackwell Party Coordinator

DENVER GOOD OLE BOY'S Curly Baker

We had our regular meeting yesterday and since Dick Wagner is out cruising or something he roped me into running it for him. There were 22 of us and we had a lively meeting. Most of the conversation at our table was about the Lindberg program on either the History or Discovery channel. I don't remember which. The Roster; Ed Riehl, Bill Pearce, Tom Hess, Bill Hoygaard, Bill Bates, Curly Baker, Dick Garbrick, Larry

Rallens, Bob Ashworth, Ralph Wright, Rich Madsen, Jack Turner, Bill Fife, Bob Clipson, Joe Kenny, Pat Murphy, H.W. Reid, M.A. Mahoney, George Maize, Charles Fellows, Jim Harris, and Ed Schumacher.

LAS VEGAS HIGH ROLLERS LUNCHEON

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

Our April meeting was held at the *Memphis Barbecue* and was well attended. We had a guest speaker with quite an extensive background in the aviation field, who spoke for almost an hour.

The following were in attendance. Andy & Dawn Anderson, Bill Balboni, Jim & Peggy Cox, John & Wendy Holody, [from Colorado] Jay & Bev Cochran, Barry & Ruth Dixon, with guest speaker, Bob Skulsky and his wife Sophie, Larry & Mary Doyle, Walt & Joanne Holland, Gerry & Susanna Johnson, Hal & Shirley Morris, Dave & Bonnie Munyon, Lyle Miller, Jim Price, Don Swirnow, Misty Roland and yours truly Clyde House & Marie Loquet....

We have decided to forgo any formal meetings for the summer and resume in September. Marie and I will be in Mykonos, Greece from the middle of May until sometime in June then have a fishing trip planned to Alaska upon our return. We fully expect to have a couple of pool parties during the summer months, so if any of you traveling RUPARIANS are in the area, give us a call and we will include you with our group. I just went in and had an artery rotor-rootered out so am doing okay at this time. Best wishes to everyone who is reading this missive, and have a great summer.

LAX LUNCHEON AT *BILLINGSLEY'S* MAY 16

We were right on schedule today as all good airline pilots are, arriving in our private dining room at 1200. An asterisk will follow the names of today's guests. Mike Herriott, Jack Hanson, Shirley Hanson*, Sue Tyree*, Ken Williams, Norm Witt, Bob Mosher, Dick Unander, Walt Albright, Lee Cameron, Jack Moore, Herb Goodrich, Jim Day, Dave Kirkendall, Doug Rankin.

Before we went in for lunch, we were in the cocktail lounge talking about different things and as Walt Albright walked in, the subject of discussion was about the Boeing 307 that ditched March 28, 2002 in Elliott Bay, Seattle, WA. Walt, who got his initial Flight Engineers rating in 1948 in the Boeing 307, told us some interesting facts about the airplane. The B-307 was the first 4-engine pressurized airliner. (If you want to read about the ditching go to <http://www.nts.gov> then go to March 28th in the aviation section). Rex May, our Los Angeles Area Representative, was not with us today, not only was he out of town, he was out of the country, in Holland. So again, Herb Goodrich filled in with a few announcements. Herb then introduced Norm Witt. Norm said he had not been to one of our luncheon's in 5 years due to some medical problems, however that was all behind him now.

Doug Rankin then read an Obituary that Rex May had sent him telling of the "Flight West" of William Oliver Nice, who had been a Los Angeles based pilot, who left us near the end of January 2002 at the age of 86. Bill began long-distance running at the age of 57 and ran his last 10K on Jan 12th less than two weeks before he died of cancer.

Lee Cameron who always has interesting stories of early days in Aviation (I won't say how old Lee is, but when he was sixteen he was one of the people who pushed the "Spirit of St Louis" thru the mud on its take-off for Paris), told of his dad who had designed and built an engine that in 1908 powered an aircraft built by the Walsh Aircraft Company. The engine drove two large wooden propellers. The plane was built in San Diego, CA and later became part of the Convair Aircraft Company. As for the engine, Lee said his father sold the manufacturing rights to the Franklin Engine Company.

Before closing, I want to welcome Sue Tyree to our luncheon. Her husband Bob was a LAX based Captain who just recently took that "Final Flight West".

RUPA NORTH COASTERS May 16

The "Cleveland Crazy's" have filled the "Library Room" at *TJ's Restaurant* to overflowing for the past three months. So today, our host moved us into a larger room in anticipation of a large turnout. And guess

what? Our numbers were diminished to about ½ the usual. The threat of poor weather accounted for no fly-ins this month. It was a pleasure to welcome Captain Richard Rex Carlton as a new member of the group. Our faithful waitress, Vicky, was missing because of the death of her Grandmother this morning. It required three people to do the job she usually does! The group sent a bouquet in sympathy of her loss.

Next month's gathering will not be at TJ's restaurant. Instead, Captain Richard McMakin will host the "Crazies" at his home, and the date will be June 22nd at 4 P.M. 'till ??? We are looking forward to this!! Look out, Rich!! Those going should RSVP --- Phone 440/235-7595 or E-Mail

<mailto:rmcmakin@apk.net>

Full information has been sent to the Crazies regulars, and can be found on the RUPA web as well.

DIRECTIONS: From I-77 or I-71 go west on I-480 and then...From I-80 to I-71 North to I-480 West and then On I-480 to Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be there, and transportation will be provided to and from the party site (about three blocks).

The July luncheon will return to the usual third-Thursday- at 1 P.M. schedule.

Harv Morris gave an informative talk on the stun gun he brought to show-and-tell. Also in attendance were his wife, Pat, Bill Dilzell, Rick and Ronnie Ogden (who gave away two tickets plus pre-paid parking to a play in Cleveland), Gene White, Tom Race, Phil Jach, Richard McMakin, and your sometimes scribe, Dick Orr. Workers and retired are welcome. Wheels provided to fly-ins at Wayne County Airport.

Call Dick Orr at 330-262-5811.

SEATTLE GOONEY BIRDS LUNCHEON

The Gooney Birds of Seattle met at the Marriott on April 18th. Difficulties with parking and costs have been resolved so we will continue at the *Marriott*. Our coed luncheon will be on May 16th, and we will activate a phone tree to increase attendance. Bill Brett asked if anyone had a joke to close the meeting, unfortunately everyone did. In an effort to restore some sense of dignity, the only Canadian in attendance, Fred Hope, treated us to a reading of his poetry circa 1985. That brought the meeting to a close.

Attending were: Brent Revert, Bill Brett, John Bley, Dick Woodin, Jack Brown, Ray Hanson, Hank Kerr, Ralph Vrtacnik, Dave Carver, Chuck Podhasky, Joe Podhasky, Bob Howard, Jerry Ackerson, Robert Smith, Walt Fallon, Vince Wormser, Howard Holder, Jim Chilton, Harv Beery, Al Meyering, Denny Narog, Fred Hope, Chuck Westpfahl, Dan Jessup, Ray Dapp. *Brent*

SEATTLE GOONEY BIRDS CO-ED LUNCHEON, May 19

The Seattle Gooney Birds held their annual Co-Ed luncheon at the *SeaTac Marriott Hotel* on May 16th. There were 88 in attendance, including several guests from the widows' group and RUPA President, Capt. Rich Bouska, and his wife, Georgia. Capt. Bouska talked about RUPA, airport and cockpit security, and pension funding at UAL. The buffet lunch was excellent and a good time was had by all. Many thanks to Brent Revert for his hard work in organizing the luncheon and to Capt. Bouska for coming to Seattle on short notice. Fraternaly, Bill Brett.

TREASURE COAST LUNCHEON

Sometimes it seems monotonous to say it, but the Treasure Coast Sunbirds in attendance, surely enjoyed another monthly luncheon at *Miles Grant Country Club*, on Tuesday, April 16th. It was Ladies Day and the seven ladies present, along with ten regular members, had a delicious lunch. Perhaps the ladies liked it most because for them it was free.

Elaine Krapf suggested that inviting the ladies made the luncheons more of an occasion and that we should invite them more often. Next year, after the summer recess, we might try having our luncheons "coed" every other month. There will be a lunch in May on the 14th. Any retired pilot and his, or her friends, are welcome.

Those attending our April luncheon were: Ted and Hellevi Osinski, Sid & Georgeanne Sigwald, Jaime & Elaine Krapf, Clark & Bobbie Luther, Bob & Linda Schaet, Vince & Natasha Consigli, Dick Baese, Dave Arey & Jean Kress, Dick Starita, and Clay Grant. *Submitted by, Bob Schaet*

The Scam of Airline Deregulation by Robert Kuttner

HERE'S THE LATEST twist from the annals of airline deregulation. Guess who gets the biggest bargain air fares? Not folks who plan way ahead and risk penalties or Internet bargain hunters willing to fly to Lauderdale by way of Laramie. No, the big bargains go to corporate travelers and government bureaucrats. And the rest of us pay

Herewith an example from my own family. My wife and I happened to be attending the same conference in Philadelphia. Her round-trip fare from Boston was \$257.50. Mine was \$645.50. Imagine, \$645.50 to fly to Philadelphia! W.C. Fields would have forgone the pleasure.

Why does USAirways get to charge so much? Because it's a monopoly, silly, and they stopped regulating air fares in 1978.

You can always fly a puddle-jumper on another carrier or you can spend almost six hours on Amtrak. But USAir has the only nonstop big jets, and USAir charges whatever it pleases. But, then, why does my wife pay less than half what I pay? Not because she planned ahead or because she surfs the Net. She happens to work for a large institution that is part of a travel consortium that negotiates lower air fares. Most large corporations do this. And guess who gets the lowest rate of all? Uncle Sam. The government negotiates super-low fares for officials flying on government business.

For instance, the basic Boston-Washington round trip on USAir (which, again, just happens to have a monopoly on nonstop big jets on that route) costs \$630.50. But government officials pay just \$150.50

roundtrip, or less

of what us chickens

So we taxpayers

pay once every

our taxes go to

costs of

And we pay again

overpriced air

the government's

tickets.

Why, you might

government get to

sweet deal? For the

cops never get

Imagine the USAir

of relations with the

"I'm sorry, sir.

have to pay what

does."

Here's the best part.

makes sense for

to get lower prices

economists call

scale. Presumably

service one big corporate customer than lots of small ones. But not in the case of airline tickets. They are

still sold one transaction at a time, whether the traveler is a government official, a corporate executive, or

John Q. Public.

In fact, according to a travel agent who works on both individual and corporate accounts, it is actually much more time-consuming to book a trip for a corporate customer in one of these discount programs because the corporation wants a lot more information for its records. When she sells me a ticket there is no extra bookkeeping.

In short, the whole premise of airline deregulation is nuts. Deregulation was supposed to bring about more



"We'll need to declaw the cat."

than one-fourth

pay.

pay twice. We

April 15, when

support the basic

government.

when our

tickets subsidize

under priced

ask, does the

negotiate such a

same reason that

parking tickets.

official in charge

feds declaring:

You will just

everyone else

In principle it

large purchasers

because of what

economies of

it's cheaper to

competition, but it has brought more consolidation. Yes, you can get bargains from fringe airports like Manchester, N.H., and you can get last-minute price breaks if you are willing to take bizarre routes. But on major city direct routes there is little such discounting on straight coach fares because so many routes are monopolies.

Even on routes with nominal head-to-head competition, like Boston-New York, the "competing" fares just happen to be identical. Large corporate customers can bargain for cheaper fares not because it is more efficient for the airlines to serve them but because they can match market power with market power. And it's the individual traveler who is suckered, for no good economic reason.

Meanwhile, in the age of deregulation, the airlines have lost a small fortune. This was true long before Sept. 11, and it's true even with the latest federal subsidies.

Deregulation is the worst possible mix of ruinous competition on some routes and compensatory price gouging on others - a crazy quilt of some travelers subsidizing others for no reason except the airlines' hit-or-miss market power. And the service? Well, we all know about that.

So it's time for a big congressional investigation and some judicious reregulation. You'd think that our leaders, having heard from disgusted constituents, would be clamoring for redress. But no. Then again, our representatives get cut-rate fares. And the universal, bipartisan party line is that airline deregulation worked. Gentle reader, it didn't. That's why your seatmate paid double, or half, your fare. And that's why it's cheaper to fly to Paris than to Philly.

NASA & NOISE

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

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

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



BATTLE OF THE GIANTS CONTINUES:

Now that Airbus seems very serious about producing their proposed A380 super jumbo jet -- because some airlines seem just as interested in having it -- Boeing has confirmed that it is working on a new variation of the 747. This new and improved version of the famed long-haul jumbo would reportedly fly farther and more quietly than the current model. The new 747-400XQLR could enter service in early 2004. In the meantime, Airbus continues with its planned debut of the A380 double-decked aircraft and awarded Pratt & Whitney and General Electric the contract to supply engines for 22 of the jet's first deliveries. Perhaps after folks get used to waiting in security lines for two hours they won't mind waiting two hours to exit the aircraft either.

LETTERS

C. ROCKNE ANDERSON—4118 Belvoir Park Dr, Katy, TX 77450

Dear Cleve, I can't believe it is three years into retirement and I am too busy to miss it. Linda is still flying international, mostly ORD/HGK or PEK and is having a ball.

We have been traveling and play lots of golf. Purchased a cabin in Pinetop, AZ, where we will be spending the summers.

Our prayers are with the 9/11 people and their families.

Thanks to all of you who make our *RUPANEWS* work. It is a GREAT read and I go cover to cover each month. *Rock & Linda*

EDWARD P. AKIN—5500 Gold Hill Rd, Placerville, CA 95667

Dear Cleve, *et al*: Had my last FAA physical on 10/10/01, first class, no limitations. On 11/1/01 had a 3 way bypass, so much for first class physicals.

And so ends a great career in aviation: It all started on 12/3/52 when I soloed a 7AC Champ on Rwy 30 in San Jose, and ended on 10/14/01 when I landed a B737-297 on the same Rwy. Almost 49 years later. My helper for the day was Capt. M.K. (Kell) Carson.

Recovery from the heart thing has been real good. I had not had a heart attack, so went through the whole thing quite well. See you at next BNO. *Ed*

HOWARD A. ARONSON—44 Horton Ln, New Canaan, CT 06840

Dear Cleve, Congratulations to all who put the *RUPANEWS* together! It is a great layout! Nothing much to report. Two and a half years into retirement, but still keeping busy with flight instruction and Civil Air Patrol flying.

My wife, Marge, and I just returned from two weeks in China. Took a Yantze River cruise through the *Three Gorges*, plus some side trips along the way. All very interesting and beautiful. The only drawback was the terrible pollution in the big cities, Shanghai, Chongqing, etc., really a mess in that way, but China is modernizing rapidly. Everyone is healthy, and we are all well. My best regards to everyone. Sincerely, *Howie*

PHILIPP H. BAUMANN—95 Keeler Dr, Ridgefield, CT 06877

Hi Cleve, Another year has passed (whew, time flies). The only reason I know is because the RUPA mail fees are due. How did I ever find time to go to work? I don't think I could work it into my schedule now. I do nothing special but the time just passes so fast.

Rita & I went to the greatest retirement party on April 19th for the NY domicile's council 52. There were 30 old fogies being honored. What stories & high tales!! The plaque is beautiful. Thanks council 52! it was great spending most of my career with the best council at United.

The *RUPANEWS* continues to be informative and entertaining. Keep up the good work. *Phil*

GARRY & CAROL CLARK—HC 6, Box 260 C, Doniphan, MO 63935

Hi Jock, friends, fellow pilots, folders & stuffers and anyone else who cares to listen...

We were (and still are) building a house on our farm here in the Ozarks of Southern Missouri so I was too busy to get a letter out last year. This is the third house we have built, so you might have thought that we learned our lesson the first two times, but no! The contractor we hired wasn't up to the job. A nice guy and decent builder, but the house was beyond his ability. As soon as the house was dried in I fired him and took on the job of finishing it myself. Now, I consider myself a decent "rough" carpenter (and I do enjoy building) but finishing the house has taken on a life of its own. I have been at it for over a year and finally can see the proverbial light at the end of the tunnel. Only one trip last year. We drove to Oklahoma State, where our daughter-in-law graduated from vet school. Not enough hours in the day to take care of the farm, exercise the hammer, and do the househusband thing. Carol is a pharmacist and gets out of the house before the saw, paint brush or tractor get going. Smart girl!

I have lost some weight since I took early retirement at age 56. Some would say this may have something to do with my cooking but they would be wrong! Carol doesn't have any complaints about "Beanie-Weenie" for dinner. At

this rate, in another 5 years, I will be able to fit into my new hire uniform.

Just a few encounters with the local wildlife this past year. A skunk decided to die while leaning against the front tire of my new truck. Rabies? We burned some brush and cremated it. Found some big cat tracks in the woods by one of the streams. Neighbor came over and we decided it was a cougar. Not unheard of in the area. Got the bejesus scared out of me while trimming the grass around the barn when a really large black snake slithered quickly between my legs. Otherwise life goes on. Take care and God bless all, *Garry*



RICHARD T. BRINKWORTH—3633 Road 106, Elizabeth, CO 80107 EWR, DEN, SFO, LAX
Dear Cleve, Well they say the first year goes quick, well I'd like to submit for a new record. I think my first year of retirement took about two weeks. The list of things to do is still a full page long every morning. I scratch things off the list every evening, but it's still full in the morning with new things. Other than six kids and 17 grandchildren, horses to train and ride, airplanes to build and maintain, 4 wheel trips, whitewater trips and just plain trips, we are going all the time. But my motto is "it's better to wear out than rust out. *Dick & Valerie*

G. L. "BRU" BRUBAKER—573 Mosher Hill Rd, Farmington, ME 04938

Dear Cleve, It's that time of year again. Postage check enclosed. We are both well and doing some traveling. Amazing how much fun one can have when there is time to do things. Hope to get my boat in the water by June 1st. Before I retired I was always rushing around between trips and it seemed that by the time I got it launched it was almost time to dust off the snowmobiles. I took the Maine Hunting & Fishing Guide course. Sure beats studying for a PC. We are dabbling in the antiques and collectibles business with a small booth at a cooperative. Seems to be going well. The fun part is attending the auctions.

Thanks to everyone who does such great work on the *RUPANEWS*. Melinda and I both enjoy reading it cover to cover. Regards, *Bru*

RICHARD B. COOLEY—6339 E. Star Valley Cir, Mesa, AZ captcooley@aol.com
Greetings, Cleve, from Sunny Arizona. In just a month it will be Hot Arizona. Rick and I have been out here for a little over 12 years and love it all except August. We usually go some place else for that month, but this year we stay here. Rick just had her right hip replaced. She's doing so well she will have the other one done, maybe the last part of June or early in July. We both have birthdays in June so I guess it's time to pay the piper. Warm regards to all who keep the *RUPANEWS* together.

Rick & Dick

RAY COURTNEY—26606 S. Foxglenn Dr, Sun Lakes, AZ 85248

Dear Jock, Enjoying the *RUPANEWS* immensely and really appreciate all the work that goes in to making it show up each month. Still enjoying life here in Sun Lakes. Take a few trips now and then and get to ride in style about half the time. With Bev and Bris Pitts last May we spent a week in New Orleans then a week on the Mississippi Queen going up the river to Memphis. We rented a car there and drove over to Branson and spent a week there. Recommend the river trip. There is always something to look at along the shore. More interesting and more to do than on a cruise. When you've seen one wave on the ocean, you've seen them all.

Drove over to Palm Springs two weeks ago and saw the "Palm Spring Follies". It's a great show--you have to be over 65 to get the jokes. Spent a

very happy day visiting Millie and Troy Epting there.

Just lately, have read some names in the flown west section that I didn't want to see. Even though you don't see some of the good friends with whom you used to work very often, you feel that you will see them again, and are saddened when you find out you never will.

Best regards to all, *Lucille & Ray*

NEIL A. DANIELS—410 Hacienda Ct, Los Altos, CA 94022

A quiet year for me. Jan kept the doctors busy with two surgeries. The spinal laminectomy finally ended many months of agony for her. My only trip was to Portland, Oregon to attend a convention of another pilot group. Went to see the "SPRUCE GOOSE" at McMinnville. If any of you are up that way, they have done a great job with the Evergreen Museum. Then I went across the Columbia river to the Pearson Air Museum. There was a DC-3, with the UAL name still showing. It was #02, and I am sure that I flew it many times. When I went to work for UAL in June 1945, all they had was 85 DC-3s and 816 pilots. My number was 814.

Birthday 82, this month. *Neil*

HERB DELKER—354 Onkeonwe Rd, Frankfort, MI 49635 51-85

I haven't written in several years, so it's about time to let you know that I'm still alive.

We still have the 310, and it's our primary transportation between Albuquerque, Frankfort, Winston-Salem, and all points in between. It's just as fast when you go direct without waiting for connecting flights, and sure a lot less hassle with security. I plan to keep flying until forced to stop for financial or medical reasons. It keeps the mind sharp. As my grandson says, "Don't let your brain rot!"

Last year I went to GPS navigation. What a difference! As many of you have had, my first Hood Check included a LF Range orientation and approach using needle, ball, and airspeed. Flying the GPS is a lot easier, but learning to program the Garmin 430 is about the same as learning to fly the LF Range orientation.

The Small Aircraft Transportation System (SAPS) is said to be our future mode of travel. Seems like we thought the same way back in 1947, we all

know what happened then. Anyway, as Yogie said, "It's *deja vous* all over again." Things change but we do survive.

Thanks to everyone for making the *RUPANEWS* what it is. Best regards, *Herb*

RON DENK—26 Rotary Dr, Summit, NJ 07901
rdenk@earthlink.net

An eventful year both nationally and locally. 9-11 left Betty and me with the same emotions as everyone else, plus we saw the results close-up, since we live only 18 mi. from ground zero. Our town and parish suffered fatalities but not as many as some surrounding communities. Our daughter Kathleen, son-in-law Matt, a nephew and a niece, were all working in Manhattan on that day and had some interesting times getting home. Kathleen headed north to White Plains (the only train running) and was met there by good friend and fellow *RUPARIAN*, Dottie Gates, who graciously took her in until we could pick her up. The cell phones sure got a workout. Because of my interest in photography, I found the World Trade Center a compelling subject and have color slides dating back to the late sixties when the iron work was just above ground level. Then there were the views as the towers slowly rose in the early seventies. Since their completion, we would frequently go to Liberty State Park in Jersey City in the evening to take pictures as the sun set on the towers. The period of about twenty minutes after sunset, when there was still a dark blue sky behind the towers and with the lights in the buildings becoming increasingly visible, was a magical time when the cityscape was at its most beautiful. During the month the Memorial Lights were lit, we had the tripod set up on five nights, including the last night. More pleasant moments this past year were at the weddings of our two daughters, Maria in September and Kathleen in December. We now have two wonderful sons-in-law and couldn't be happier. Maria's husband, Matt, is a CFA with a consulting firm in Manhattan, working with pension managers. I think I ought to listen to him. Kathleen's husband, Jake, is a Navy Ensign in pilot training at Whiting Field just north of Pensacola. We helped them move down there and had the opportunity to visit the Naval Air Museum. We enjoyed it so much that we spent the better part of three days gawking at all those classic birds (and I

was in the Air Force)!

Been trying to learn "Flight Simulator 2002" but I need a four-week transition course. Thank God for the autopilot on the 747-400, which gives me time to figure out what to do next. Now I know why I stayed on the DC-10 so long. Anyway, I always request full tanks so that eliminates one chance to mess up.

Jock, I'm glad to hear that you are feeling well and pray that the Chinese herbal medicine gives you a good result. Thanks to all who work so hard putting out the "News". Sorry to be a couple of weeks late with this missive. Check to Cleve.

Cheers, *Ron & Betty*

GEORGE W. ELLIOTT—6333 Cavalier Corridor, Falls Church, VA 22044

Dear Cleve, I sometimes wake up at 3am and wonder why I haven't sent in my check for the *RUPANEWS*. Now, being four months late, I shall include next payment as well plus a little extra for the beer bust, and a thanks to all for the good help you get. Maybe I can sleep better now. Best wishes, *George*

J. BYRON ERIXON—803 Autumn Ridge Dr, McKitrney. TX. 75070

Dear Cleve, Enclosed check for my 2002 RUPA dues. Think senility is catching up to me ... either that or Alzheimer's. Would have sworn that I'd sent it in January, but ... C'est la vie!

Have had a few problems as the body wears out. Had a light heart attack last October ... no damage to the heart itself. But subsequent angiograms pointed to either stents or a by pass. Since my brother's son-in-law is a well known and respected cardiologist in Omaha, I turned to him. There then ensued a two month long discussion (arguments?) on which it would be, as I had two or three veins in the heart that had from 65 to 90% blockage. The full by-pass finally won out and I went in for open heart surgery on the 6th of March. And they really do cut one in half ... right up the front ... and I have scar to prove it!

Have been recuperating ever since. I've talked to other by-pass people and they all agree the worst thing about the operation is the leg where they take the vein out for use in the head. Seems that is more painful than the by-pass. And I agree.. it's given me more trouble than that slice down the front.

Well, nuff from me for now. Hope all's well with you. Sincerely, *Byron*

RICHARD L. FLECK—6325 Wescates Ct, Brentwood, TN 37927

Today is the valuation date for ESOP 3 stock shares, and I can't help but reflect on the fortunes of the employee shareholders. Those of us who participated in the ESOP and still own UAL stock have seen a huge decrease in value. It doesn't end there, because of the four additional years of ESOP 3 annual payouts on each April 30th. Talk about more financial misery. Nothing like working for 32 years and looking toward retirement and then having to be reminded each year of how much wealth you've lost.

Thankfully there are more important things to dwell on. We live in a great area of the mid-south and the opportunity for automobile travel is abundant. United pulled out of the three Tennessee markets last year. The health and well being of our family is excellent and we wish the same to all who read the *RUPANEWS*. Better days are ahead, *Dick*

JOHN E. FORTANAS—PO Box 375, Tiburon, CA 94920

Dear Cleve, Enclosed check for \$50 is my annual contribution for the *RUPANEWS* and the balance going to the United Pilots' Foundation.

Completed ten years of retirement on 4/15/02, at 70 years of age, and apparently in good health. Never a day off.

Many thanks to you and the others who help keep RUPA organization active. Sincerely, *John*

PETER E. GALLANT—2881 NE 27th St, Ft. Lauderdale, FL 33306 1950-1990

Bonjour Jock, It seems like months ago that I submitted my last letter to RUPA. I must have a 200 knot tailwind on my butt. I can't believe that I have been retired for 12 years, I look and feel 20 years younger, I must have found the wrong family bible.

I have to take issue with a statement made by one of our colleagues, Dick Russell, in the March issue where he made claim to be the first "line pilot" to be qualified on the 747-400. That distinction, if you want to call it that, belongs to me. I was seniority #1 in early 1988 for two years and in the first class of the 400. After a week of ground

school, four simulator periods (fired my flight instructor after two periods), a practice oral, an oral and a check ride - total 15 days, I was rated. Who said they couldn't teach an old dog new tricks. The bells and whistles went off at DENTK and John Perkins' office, "our abbreviated short course works". For me perhaps, within a month they were back to the basic five weeks.

I had a total of 14 type ratings on Capital and United over my 40 year career, my license plate was full. The 747-400 was the most different, high-tech, computerized, vertical tapes in lieu of circular dials and the finest bird I ever strapped to my butt for my last two years, with a soft gear you couldn't miss on smooth touch-downs. If Mr. Russell qualified on the 400 before me, he had to be in management, not a "line pilot".

After flying the 400 to Sydney and Hong Kong for nearly two years, 15 hour-plus flights, 10 hours of sleeping in pajamas on an 8" mattress in the captain's cabin in each direction, and only 2 ½ trips per month. I feel like I could still do it today. The 15 hour carryover into the next month really upped the final average three.

Everything in the Gallant household remains fine. Seven grandchildren getting older, my golf sucks but my topiary shrubs are beautiful. Until next year, au revoir. *Pierre*

LEE GRUDE—884 Hanover Ave, Sunnyvale CA 94087 <mailto:richeyg@att.net>

Dear Jock, We're traveling again, as usual. Our March trip last year to the Galapagos was so good we went off to a research station on Midway Island in July, one of the greatest vacations ever. There were about fifty guests on the island, living in a couple of BOQs. The wildlife was spectacular, both in the air and in the water.

Soon after 9/11 came a month-long trip on the QE2 from Southampton to Capetown and return. The ship lived up to her reputation, and we especially enjoyed Capetown, St Helena, and the Canary Islands. This March we spent a week snorkeling in Belize this, was another research station and primitive, but fun.

The reason my birthday letter is early (!) is on May 21 we leave out of Fort Lauderdale on the Royal Princess for a positioning cruise to Southampton again. We'll stay on board for a cruise that calls in France, Spain, Holland, Scotland, Ireland and back

to Southampton, where we'll spend an extra week. Our stop in France gets us to the Normandy beaches on June 8th, D-Day+2, where Richey's brother-in-law went ashore in 1944, also D-Day+2. If anyone's interested, we'll be delivering her sister's new book to the D-Day Museum in Portsmouth. It can be found at <http://www.1stbooks.com/bookview/8646>. An old uncle once said, "If you enjoy it, do it while you can." We're doing our best. *Lee*

ROBERT (BOB) HARRELL—2642 Daniel Glen, Escondido, CA 92027

Dear Jock, Another year of good health and birthday #75 coming up. We just sold our old house and bought a smaller one in the same town and will be moving around the first of June. Downsizing will give us more time to travel and enjoy retirement more. The old place was just too much work.

You fellows sure do a great job with the organization. Fraternally, *Bob*



JOE E. JONES—12115 County Rd 29, Clanton, AL 35045 EWR-MIA-ORD 1966-2000

joejones@earthlink.net

Second year of retirement better than ever! Jane and I celebrated 30 years of marriage...who said it would never last? Also took our first cruise from Sydney to Auckland and found that very enjoyable, and especially liked New Zealand. Enjoyed the

cruise so much we are taking a river cruise from Amsterdam to Budapest in September. Only problem with cruising is eating too much and gaining weight.

I have returned to my first job...part-time pharmacist at a local drugstore which gets me out of the house the necessary time to keep the marriage going! Thanks to all of you for your hard work in keeping the RUPANEWS an enjoyable read. *Joe*

MILT JINES—1752 Monticello Rd, San Mateo, CA 94402

Postage check to Cleve. Another birthday. That makes 8 since I retired and 8 great years they've been! Thank goodness those who were pressing to have us work past 60 didn't have their way. I am loving retirement especially looking at the mess United is in now! *Milt*

C.E. Ed JUDD—3822 Calle Tiara, San Clemente, CA 92672 Cat1J@aol.com 50-87

This has not been a great year for Lorraine and me; a tumor was found in her colon last October, and it proved to be cancerous. Surgery was performed after several months of radiation and chemo, all signs indicate that it was successful. I am scheduled for long overdue arthroscopic on my knee this month.

I finally got the Baron flying again; but as you can see we have not had a chance to use it much. We're looking forward to a better year. Our thanks to all who make the letter possible and the best to old friends and associates out there. *Ed*

CURTIS KING, JR—16229 Dorilee Ln, Encino, CA 91436

Dear Mr. Spring: Curt is very ill. His days of smoking and inhaling deeply have caught up with him. He is on oxygen 24 hours a day because he has Chronic Bronchitis, Emphysema and Asthma. My big handsome captain now weighs 130 pounds. It is very difficult for him to no longer be in control of his life.

We enjoy reading the stories written about some of the pilots' adventures in the old days. They are so interesting. Like everyone else, we do appreciate all the work put in to keep RUPA going and to get out the newsletter. I have done enough volunteer work to know how time-consuming it is. Yours, *Win King*

JAMES M. KRASNO—8073 S. Albion St, Littleton, CO 80122

It seems like only yesterday that I was trying to keep a Hiller hovering in one place, but it was really 38 years ago. With everything that has happened in this last year, I am ready to retire and join RUPA. Nancy and I are planning on staying in our four year old home. She is still selling Real Estate (Nancy NelsonCompany.com) and I aim to find some time to help ease her workload.

Enclosed is a check for my RUPA membership. I am looking forward to seeing and enjoying some old friends again. Sincerely yours, *Jim*

GEORGE & PAT KROSSE—2208 Alta Vista Dr, Newport Beach, CA 92660
gtk4923@pacbell.ne

Hi Jock, Checking in for number 79. Just returned from a long cruise where I had the time to read 10 ½ books. The first was "THE WILD BLUE" by Stephen E. Ambrose. It is the story of the men and boys who flew B-24's over Germany. One of the pilots he mentioned was Ken Barmore who was mentioned in the last RUPANEWS as one of the Caterpillar Club members after bailing out of a disabled B-24. Having known Ken while in LAX, I had wondered if it was the same Ken Barmore I knew at United. I was delighted to find that it was the same one.

Nothing new, both Pat and I are in miraculous good health. Must have been all those meals in the cockpit for 33 years. Still working part time on my all composite Cozy and hope to get it flying this year.

Thanks to all who produce the RUPANEWS. *George & Pat*

RAY KUHLMAN—PO Box 1395, Kinston, NC 28503

Dear Cleve: A little early with the postage money this year, but I guess that's better than being late. There is nothing at all new to report this time. We get older and slower, but still keep moving. Now 23 years since I parked my last Mainliner, but life is still good.

Our best to all our friends. *Ray & Ruth*

RUPA Postage fee \$25 per year

Driving a “Green” Car

In November 2001 I bought a 2002 Toyota Prius, a hybrid gasoline-electric car. It has generated far more interest than any other car I have owned; people stop me on the street and in parking lots to ask about it. Given that level of interest, I asked Jock if he would like me to write it up for the RUPANews, and he accepted my offer. As I write this, I have driven the Prius for six months. By the way, the first syllable rhymes with “free,” and no comments about priapism, please.

The Prius is a compact front-wheel-drive 4-door sedan. It’s a 5-passenger car with 3 seatbelts in the rear, but in all truth, three adults would feel crowded. Two adults are very comfortable, as are the driver and front seat passenger. Tall people almost always comment on the generous headroom. This is a function of the rather “upright” shape of the car, which allows a feature that I have always liked but have not seen in a long time; rear seat windows that roll down completely into the doors. In spite of the car’s upright shape, its coefficient of drag is a low 0.29. It carries a SULEV emissions rating: Super Ultra Low Emissions Vehicle. And it is my only new car that in its first six months has never needed a trip to the dealer to fix or adjust something. Its fit and finish are excellent.

To answer everyone’s first question: No, it’s never plugged in to an electric outlet, and there is no provision to do so. The car is driven exactly like any other with automatic transmission. Computers decide what powers the car, and when to charge the batteries.

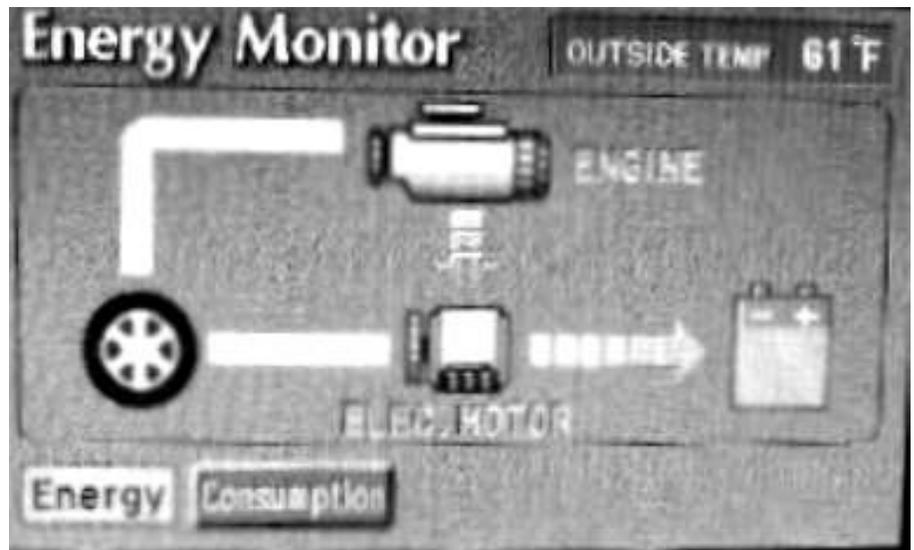
The “official” government gas mileage figures are 52 in the city, and 45 on the highway. Yes, that’s right – higher in the city than on the highway. That’s because in local driving the engine shuts down while the car is stopped. When the driver presses the accelerator, the car starts to move on electrical power, and the engine joins in seamlessly as needed. Three conditions cause the engine to run: when its power is needed to move the car; when the batteries need charging; and when the A/C is in use. Sitting at a red light in hot weather, the engine cycles on and off to keep the car cool.

Gasoline power is from a 1.5 liter, 4-cylinder, twin-cam, 16-valve engine that burns 87-octane regular unleaded gas in spite of its 13.0:1 compression ratio. Electric power is from a battery pack that produces 273.6 volts. Two permanent-magnet electric motors help move the car, or are reversed to charge the battery pack when coasting or braking.

Standard equipment includes automatic climate control; power windows; power rack-and-pinion steering (electric); remote door locks with 2-stage unlocking; power outside mirrors; AM/FM/cassette 4-speaker sound system (in-dash CD player \$337); keyless entry/security system with alarm, and an engine immobilizer by “smart” chip in the key.

I opted for the CD player; side airbags in front; daytime running lights; cruise control; and GPS navigation system. The cruise control is the best I’ve ever driven, bar none, which is a function of the continuously variable (CV) transmission, which has no “gears,” and provides a very smooth change in speed. The CV transmission has only one position below “D,” labeled “B” for braking. This puts maximum energy into the battery when the driver’s foot is lifted from the accelerator. It feels just like driving in a lower gear with a conventional automatic transmission. Driven in “D” the car coasts normally, even though some of its kinetic energy is charging the batteries.

Instrumentation: A digital display is located forward at the bottom of the windshield, under a sun shield, in the center of the car. It shows a large digital speedometer at left and a vertical fuel gauge at right. In the center are the transmission’s P-R-N-D-B indicator and three odometers, one main and two “trip meters.” Turn signal



arrows complete the display that the driver sees in normal driving. There are various caution and warning lights that illuminate to indicate problems, much like aviation's dark-cockpit concept.

Again in the center but back, closer to the driver, is a 3- by 6-inch CRT display that has several uses: audio source selection and tuning; energy flow direction, to or from battery, etc.; gas mileage from last reset, and



for the last half-hour's driving in 5-minute bar-graph increments; and the GPS, which has a database that includes all of the USA and Canada. The driver selects among ten large areas.

Although the trunk does lose some space to the batteries, it will still hold my golf bag and two mid-size suitcases, with

lots of room left to tuck away smaller items.

Some writers have opined that Toyota can't be making money on the high-tech Prius. I don't know about that, but there are some economies. The brake system is anti-lock, but has discs only in front, with drums at the rear wheels. Seats adjustments are manual, and there is no sunroof available (a plus for me—I dislike them). Only six exterior colors are available and one interior: 2-tone gray with cloth upholstery. Mine is dark blue.

Driving the car: Very comfortable seats. Excellent visibility, easy to drive, with one new thing to learn. Automotive writers almost always note that the brakes are "grabby." This is a function of the regenerative braking. However, in a couple of hours driving the car, I had modified my braking technique so that I now stop it as smoothly as any car.

The Prius' performance is all I need for ordinary use, and I say that as a driver whose last two cars were powered by V-8s, a 4-liter and a 4.5-liter. Will it accelerate as quickly as those big-engined cars? Of course not, but it can do anything I ask of it in day-to-day driving. And it will cruise all day long at Interstate highway speeds. The 11.9-gallon tank will easily do 400 miles on a fill-up. I need to stop before the car does. My highway mileage experience agrees with the government numbers, about 45mpg. However, I can't get anywhere near the advertised 52mpg around town. All winter I got 40-42mpg, but that has dropped by about 2mpg now that the A/C is almost always in use. I probably accelerate faster than I need to. That eats up energy.

Base price is \$20K. Mine was \$24,028 including \$1,900 GPS. Toyota knew that buyers would be wary about new technology, so the electric parts of the drive train and batteries are warranted for 8 years/100,000 miles. Other warranties are: 3 years/36,000 miles on the whole car, and 5/60,000 on the drive train. Try it, you'll like it!

You too can help the Editor and Layout Crew of the RUPANEWS

As we have mentioned in the past, we love it when you send your annual letters by Email. If "snail-mail" is your only option, please beg, borrow, or steal a typewriter. No matter how hard we try it can be difficult to decipher some handwritten letters. You wouldn't want us to misquote your sterling prose. Believe me, you would not want to get a handwritten missive from me (us.)

BRUCE R. KUTZ—2145 Morgan Hill Rd,
Easton, PA 18042

Dear Cleve, Can't believe two years gone by since last subscription. Rosemarie and I have been extremely busy on our place fixing the two rentals and just maintaining the place. We still found time to travel to England and Scotland once, and to visit Rosemarie's mother in Vienna, Austria, twice a year. Our first grandchild was born January 5 and has given us a whole new look at life. What blessings especially since 9/11.

Sure enjoy reading the *RUPANEWS* and many thanks to you and your crew for all that you do to keep RUPA going. *Bruce & Rosemarie*

CLAIR LILLEY—7705 Zircon Dr. SW,
Lakewood, WA 98498

Dear Cleve, Only a couple months late this year! Enjoying good health, and retirement.

Anyone interested in sending me an e-mail had best use heltac2@hotmail.com, which is a change from last year.

Best wishes to all and my indebtedness to those who make RUPA possible. Sincerely, *Clair*

JAMES B. LONG—38 Ems D17 Ln, Syracuse, IN
46567 longfarm@adamswells.com

Dear Jock, Another year has gone by and after five years I don't have enough brain cells left to remember when my birthday month arrives.

However, the check is in the mail!

All kidding aside, my wife and I have been on the Island of Eleuthera in the Bahamas and I forgot to get the check in the mail before we left. If you really want a quiet get-away and leave the tourist crowd behind, this is the place to go. The natives are friendly and they will gladly assist you in finding your way around. A jeep with all wheel drive is a necessity as only one road, running the length of the island, is paved.

We are very busy, as we are selling our farm house and moving permanently to our lake house. I guess you have to, sooner than later, start down-sizing. Anyway, I am sending our new address to Cleve along with our check and will let all our friends know as soon as the move is complete.

Keep the flat side down! *J.B.*

STEPHEN MARTIN—2327 Bayside Ct,
Westlake Village, CA 91361

Reading the last issue of the *RUPANEWS* I said to Hilde "all the names of the writers are unknown to me." But then I turned the page and there it was, in dark print, Ralph D Wright. Alas there was no joy as I read that Ralph's wife had passed away. My deepest sympathy Ralph. So on to the next page, Wham! Jack Cranston. Under the banner heading IN MEMORIAM, Bob Gifford in a few words said just about everything for those who knew Jack and sidekick Pete Brohme. Thanks Bob. Now if I would only hear from Jim Laubaugh.

Remember when the captain had to make out an evaluation report of his crew? One of the items was stamina. Jim, who thought this silly, wrote "Steve has no stamina. Every time I wake up I find him asleep." Oh the days of the DC6 and La Guardia airport.

This month, June, June 13th to be exact, I'll celebrate my 79th birthday. As if this is a big deal to anyone else but me. The golden years, probably coined by a 21 year old. I may not know everyone writing in the *RUPANEWS*, but I enjoy them all and appreciate all the work that goes into it. Check via snail mail to Cleve and to everyone nothing but CAVU always. *Steve*

DOROTHY R. MC BAIN—904 Vista Grande St,
Paso Robles, CA 93446

Dear Capt Spring: Enclosed please find my check for the Annual Postage Fee. I apologize for the lateness of my attention to this matter and my only excuse, I guess, is that time seems to go faster the older I get.

Although I do not recognize many of the names of those who write in to the editor, I enjoy reading *RUPANEWS*, and in memory of my late husband, Don McBain, I wish to continue to receive it.

I want to thank all those who put in the many hours it takes to produce this fine publication. I appreciate your efforts. Sincerely yours, *Dorothy*

GEREMY G. MC GREEVY—777 N. Prospect
Ave. #507, Milwaukee, WI 53202 LAX - JFK -
ORD - HNL Retired '98

Dear Cleve, I see by the mailing label that it's that time of year again. The other clues were the birthday cards in the mailbox and my wife's smile this morning. Anyway, thanks to all for putting out a very fine newsletter, and the check's in the mail. Cheers. *Jeremy*

EDWIN N. McKITTRICK—3 Glenview Dr.,
Littleton, CO 80123

Opal and I will be moving into a retirement cottage this fall. I will send you a change of address when appropriate.

A check for 2002 postage was mailed to Cleve last week. *Ed*

HAL H. & JANET MEYER—2922 E. Fremont
Dr, Littleton, CO 80122 52/85 SFO DEN MIA
SFO ORD DEN

Birthday Age this year will show a pair of 7's.
Health stays good, and wife Janet is now resuming
duties as flight attendant. She took an eighteen-
year hiatus to raise our son and was hired again in
Nov. 2000. She was furloughed after 9-11, recently
had a hysterectomy and is now recalled. Soon
she'll be back in the, hopefully, friendly shies. Me,
I try to fly the Arrow about once a week and keep
fingers crossed about the future of UAL. It seems
morale is not what it used to be. *Hal*

HOWARD P. MORGAN, JR—1932 Amethyst
Dr, Longmont, CO 80504 patbrud@aol.com
Howdy, Everything is going well. I am not really
retired yet even though it has been five years since
retirement from UAL. I'm still flying the Pilatus
PC-12 for several companies and love the airplane.
Flies a lot like the DC-6 without the noise, and
better avionics of course. One engine[PT-6]
1200HP.

So much has been written about Sept. 11th there
isn't much left to say. I find it incredible that these
idiot hate America because we're FREE yet they
come here where our FREEDOM allows them to
learn to fly. They can't do this in their own
country!!! Then they use this skill to attempt to
sabotage our FREEDOM. This stupidity kind of
makes sense when we find out that some of the
hijackers had no idea that they would die in this
event. I don't think any one of us can really
imagine what it was like to be a crewmember on
any one of those airplanes. It's chilling!! Patti was
a Purser on a UAL flight [IAD-LAX] that morning,
departing one gate over and one hour after the
American flight to the Pentagon!!!

I don't know how many of you have looked at the
book "The Age Of Flight", the story of United
Airlines. It is a pretty fair book, however there is

little mention of some of the people who made a
big difference. Most notable to me was the
omission of any mention of Walt Addems, Chief
Pilot. I was, however, very surprised and happy to
see a picture of my dad, Howard P. Morgan Sr. on
pages 90/91. This picture was probably taken some
time before 1934 at MDW. Does anyone out
there know more about it. I'd be happy to hear
from you.

My son HPM 3, will graduate from UND this
August. The flying program there, I'd have to say,
is second to none! I was fortunate to be able to
attend a course there on high altitude physiology
not too long ago and was very impressed! He did
his internship at Continental Express because
United closed the intern program after 9/11. He
reports that it is a first class outfit. They have come
a long way.

Here at home, the major refurbishment of the 185
continues. It will be virtually a new airplane when
done, hopefully next April. At the same time we're
continuing to make a few old motorcycles new.
Last years Triumph TR6C won first place in a
major Denver show. This year we hope to finish a
BMW R90S, hopefully with similar results. There
is a BMW R-50 waiting for next years project . The
shop is at Hgr.33H longmont CO Airport. Come
on by. Till next year...*Howie 'n' Patti*

R.J. "Bob" O'LEARY— 27164 Gadiny Rd,
Hayward, CA 94544 boboleary317@attbi.com
Like many of you, when the calendar rolls around
to where it's time for another pithy missal, I
encounter writer's block, so this year I want to
describe a trouble-shooting triumph on the
starboard engine of my sport fisher (Note to Bob
Gruber, yes MERLIN is still in commission.)
I went down to the marina and gave both engines
their usual weekly run-up. To my dismay the stbd
engine, a 351 cu in Mercruiser, emitted a clattering
of rocker arms and push rods that told me the old
girl had finally packed it in. SOP in this case is to
refine the exact area making this noise by holding a
four foot length of garden hose with one end on the
suspected area and the other end to your ear.
Surprise! no clattering just a sweet running engine.
Then I had this epiphany that it had to be a hole in
the water-cooled exhaust manifold. Armed with a
mirror and a halogen light, I easily located a lead
pencil sized hole in the manifold! How could that

much noise come from such a small hole? Well it can as I found out. The only reason I'm writing it up is many of you are boaters and could encounter the same problem and turn the job over to a mechanic who might not stumble across the problem until he had both heads torn down. My son and I slapped a new manifold on and the old girl is ready for another 26 years! Cheers, "RJ"

BURT OLSON—912 Lakeshore Dr, Polk City, FL 33868 burtnsuzi@aol.com

Greetings Everyone: Tomorrow May 17th will be the 6th anniversary of my last flight for UAL. I guess staying busy and active (traveling, cruising, motorhomes, golf, grandchildren etc,etc) had a lot to do with the last six years flying by. Now as if we didn't have enough to keep us busy, after 14 years of living in a nice maintenance free townhouse my wife talked me into buying a house on a lake in central Florida. So naturally since I live on a lake I had to buy a ½ interest in a Lake amphibian airplane and get my seaplane rating. I thought I was done getting ratings when I retired. I have to admit I am really enjoying this new phase of my retirement. Our house is in a little redneck town called Polk City, which is just off I-4 between Orlando and Tampa (just down the street from the *Fantasy of Flight Museum*).

After several years of going to the RUPA lunches with the SE FL Gold Coast guys and the FL Treasure Coast bunch I now have the pleasure of attending the TPA Sundowner lunches. If any of you fellow RUPA members are in the central Florida area, stop by and say hello (Doug & Katia Mitchell did). Regards *Burt & Suzi*

RUDY E. PEKRUL—1950 Palm City Rd Apt 13-201, Stuart, FL 34994

Note small change of address above. All is well in Stuart FL. I had a bad case of shingles, and lost control of my right leg. Spent a year in the rehab center but am getting along now without my walker and cane. It sure is good to be able to walk and drive again. Regards to all, *Rudy*

MICHAEL A. PERRY—92 Brush Hollow Close, Rye Brook, NY 10573

Cleve, JFK ALPA held its annual retirement party on April 19, 2002, nearly one year into our retirement. Best party yet! Thirty young men

"graduated" into the slow life. Wish it were true for me. I've been working at my financial planning business for 31 years, and only now can I work a routine 70 hour week. Everyone says it will keep me young, but it's cutting into my golf life...not really, I still manage 2-3 rounds per week. Anyone traveling to the "Big Apple" and would like to play Westchester CC, give me a jingle.

Please note my new E-mail address is mperry@opusadvisory.com

EUGENE G. PETERSON—PO Box 1392, East Dennis, MA 02641

To the editor and fellow pilots: Since this is my birthday today, the 26 of April, and I had just gotten *RUPANEWS*, I figured I had better get a note off. The last year has been pretty quiet. Earlier this month, we did our only flying going to DEN and ABQ to be with a dying cousin and his wife. We got first class on both BOS-DEN & return and coach to ABQ and back to DEN. We had heard the horror stories about being in line for hours to get thru ticketing and security, so we showed up 3 hours early in BOS. We were thru bag check at the ticket counter and security in five minutes. Returning we spent all of 30 minutes doing the same thing INCLUDING getting a roll and juice before departing. So I am not sure if it was the early hour or that some of those problems have been ironed out. Federalizing the screeners isn't the solution as I see it. I really think arming the crew on a volunteer basis will solve the problem, but not with TASERS.

Spring has arrived on Cape Cod and we are in the midst of an explosion of color and blooming. It is a wonderful time of year, but the tourists are coming. One major change in our lives has been the addition of a Siberian kitten. We picked her up in July in ROC and drove non-stop back to the Cape with her in a carry case. They are a very low allergy cat and Joann seems to be handling it very well. She is a great addition to the house and we love her.

Other than being somewhat upset over the situation at UAL and the possible implications with our pensions, we are enjoying life here on Cape Cod. Kindest regards to all the folders and stuffers for all the great work that they do each month. I appreciate it and add my thank you.

God bless, *Gene & Joann*

G. D. PHIL PHILLIPS—3100 North Rd. #57,
Naples, FL 34104 planeguy@earthlink.net
Dear Cleve: Life has been going pretty well for me
in the ten years since retirement. I am enjoying
lovely Naples FL, however, I do have a medical
problem to report. I found out I have prostate
cancer. It is in the early stage and the prognosis is
good.
Thanks for the fine job you guys do in publishing
the *RUPANEWS*. It is truly appreciated.
Regards to all, *Phil*

PAUL W. POLLY—1485 Medford St, Oceanside,
CA 92057
I'm still here, still having fun, at least trying to.
Dottie and I have a routine of golf, bowling, bridge
and dancing. Two or three times a year we take a
long cruise, my 31st so far, to see some of the rest
of the world. Having a hard time finding a cruise
to anyplace new, but we enjoy the life aboard the
cruise ships. Bridge, dancing, shows and food,
who could ask for anything more?
Regards, *Paul*

ALLAN D. PRATT—10 Homestead Rd, Sedona,
AZ 86336
Greetings all. Survived another year. Barrie
Nelson and I managed to get our Commercial
Glider ratings last July. We thought about joining
the Geezers but it turns out we're too young! We'll
call ourselves the Gliding Goslings and when we
grow up perhaps we can soar with the great ones.
Cleve did show Barrie the ropes in Hawaii and both
of us go there and enjoy the amenities. Since I no
longer have a medical, I bought a Motor Glider and
satisfy my yearning by going out to look for lift.
Now, when I see clouds, I shout yahoo! Although
my Glider only has a glide ratio of 27:1, it cruises
at 110 knots for 4 hours and I can really look for
that elusive lift. So far I have soared from 13,000
to 20,240 feet with the engine off. I also flew to
Truckee and Watsonville from Sedona, AZ. Most
fun I've had in many, many years.
Take care everyone and be safe. Until next year,
Allan

JOHN C. RAINS—45 Hatton Dr, Severna Park,
MD 21146
Dear Cleve, Enclosed find postage fee for 2002.
I've been retired for one year and it is as great as
you've said it is. I can finally sleep through the

night and have also been able to get into a decent
jogging routine.

We bought a condo up in Stowe, Vermont last
spring and it's been wonderful. My wife and I both
truly love it there. We will probably move up there
in a couple of years. For those West Coast powder
hounds, the skiing at Stowe is your typical New
England ice. However, we like it that way (anyone
can ski powder!). The view from our condo is
spectacular to say the least.

As this is being written, we are packing for a cruise
to celebrate our anniversary. We are off to the
Eastern Caribbean on a big boat, in a big suite, with
a big balcony, and I'm ready to go! After we get
back we plan to spend most of the summer in
Vermont. In the fall we are vacationing in Italy
with good friends who are also recently retired
United pilots and wives. I'm also hoping to work in
a trip to Ireland sometime during the year. I've
flown over it hundreds of times but I've never been
there on the ground. I'd also love to take a cruise to
the Antarctic. I'd enjoy hearing from anyone who
has cruised there. This retired life sure beats five
trips a month across the North Atlantic!

I'm still active in the Financial Planning
Association and am still enjoying my financial
planning business. I get a great deal of satisfaction
out of it. The Investment Planning portion has been
challenging this past year, as we all know.
I haven't rolled a wheel since my last flight from
Brussels to Dulles in February 2001. I don't seem
to miss the flying, however I'm still telling flying
stories to whomever will listen. I haven't shaved
since Brussels either. My wife says I look like a
poet, or a sea captain, or something like that and
that's good enough for me.

This next year should be a good one for keeping up
to date with my flying buds. The American Fighter
Aces Association convention is in September (my
uncle was a Spitfire Ace), the F-86 Sabre Pilot
Association (F-86H's with The Boys from
Syracuse 1969-71) and the River Rats (F-4C's at
DaNang in '66) are in April 2003. Hopefully we'll
be reminded of some forgotten stories there. A
bunch of us old farts from RAF Bentwaters are also
hoping to have a get together in the UK in 2003, if
we can find a place that will take us and promise
not to throw us out. That's about all we have
planned for this year. Can't wait for next year!

John Rains DCA 767 Capt. Retired!

DONALD W. ROBERTS—516 W Maple Grove Rd, Camano Island, WA 98292

Hi Cleve, these birthdays have a habit of “sneaking up” on us old fellows. All is well up here in the great Northwest and I think winter is finally over. We do a lot of boating in the summer, and car restorations in the winter. My best to all, *Don*

JACK RODERICK—1540 Millview Dr, Batavia, IL 60510 EWR, CLE, ORD

Dear Cleve, Another year and I’m on time with the dues. All doing fine, playing golf, still playing with trains and model airplanes, and selling out of print aviation books. My daughter, Tracy, got married April 30.

Miss the CLE Crazies. Thanks to all for the volunteer work. *Jack*

NORBERT (NORM) RUPP—2608 Newlands Ave, Belmont, CA 94002 SFO 1966-1991
nnordidn@earthlink.net

Jock: Thanks to you and all of those that spend the many hours putting out the *RUPANEWS*. I would also like to thank the wives who make that work possible.

Connie and I have had another very good year, but there never seems to be enough time to do all that is important and fun. I’m still very involved with League To Save Sierra Lakes in attempting to save four High Sierra lakes from the water grab of El Dorado County. We have six lawsuits ongoing with no end in sight. Much of my time is spent in raising moneys to protect the lakes. But life is not all work; last summer we charted a sail boat in the northwest and had a great time but not enough wind, as expected. This spring we were in Maui and it’s off on an Alaskan cruise in May. In late summer my nineteen year old grandson and I plan to do the Haute Route from Chamonix to Zermatt. A year, ago along with another grandson and son-in-law, we did some ice climbing on the side of Mt Blanc which was like a dream-come-true. My thoughts are with all those with health problems; may this next year be a good one.

We will never forget 9-11. *Norm*

RONALD F. SAUNDERS—PO Box 307, Pauma Valley, CA 92061

Dear Cleve, Gayle and I continue to flourish in our

little corner of the world. Lots to keep us busy including much golf, grandkids, travel and volunteer work.

Many thanks to you and all the others responsible for our fine publications. *Ron*

JERRY SCHLICHTER—691A Cranbury Cross Rd, North Brunswick, NJ 08902

Dear Cleve, After our conversation today the pangs of guilt overcame me so I’ll enclose 2 years of stamps (that way I’ll be sure to live that long).

Had triple by-pass and managed to survive that. Still have emphysema, always will. (Fifty years of smoking will do that to you). That DOES inhibit my activities more than a little. Also moved so I can’t hide anymore.

Have a good time and best to all. Special hello to Jock---get well soon. *Jerry*

S. AL SCHMITT—742 Spyglass Ln, Sequim, WA 98382 66-97 LAX (mostly)

Dear Cleve, Time for my annual note to you and all the guys and gals who read this fine publication. I hope Jock is feeling better and better each day. Your efforts are greatly appreciated.

All is well at the Schmitt home. Patricia is on the city council in our fair town and enjoying making it a better place to live. I am enjoying being so close to government. Also, I am a new card carrying “Medicare” guy. Wow, whoda thunk it!

This year I would like to list a few fine gentlemen, and acknowledge my gratitude to them for the leadership, integrity and pride they demonstrated, and the flying skills they taught me, and a number of my colleagues during the long years while we trained for the left seat. Many of them are still with us and probably read the *RUPANEWS*. Hopefully, some of you will add your own favorites to my list.

Anyway, here they are and let’s see where it goes. Jim Bell, Al Bernard, Walt Bohl, Bob Bond, Art Bordley, Don Bradfield, Hank Donatoni, Bob Dooley, Kent Draper, Tom Graham, Jack Harper, Mel Heflinger, Jack Horrell, Marv Jeffers, Ray Lahr, Clare Lee, Bill Manfrass, Bob Mosher, Tom O’Leary, Dick Rackow, Chuck Raphael, Dick Russell, Milt Smith, Snuffy Smith, Ed Stock, Walt Tyler and Ken Waugh.

Best regards to all, *Al*

Truly, the apprentice system worked! Ed

JOHN J. SCHUSTER—5426 W Peninsula Rd,
Waterford, WI 53185

Hi, Still alive, although not in that good of shape. Turned 81 this April. Had a stroke last year which screws up my memory, and also have congestive heart failure which won't allow me to lift anything heavier than ten pounds. Breath is really bad, coupled with macular degeneration which makes it difficult to read. I can still drive my car, but only in the daytime and in old familiar areas. Ain't dead yet, but getting there. *John*

BERNALD S. SMITH—1019 Whitmer Ct.;
Fremont, CA 94539; <bernal@juggernaut.com>
SEA/SFO/LAX/SFO/TK/SFO/SEA/SFO/LAX/SFO
O 55/93

Thanks everybody for your continuing hard work keeping RUPA alive and well. Money separately sent to Cleve; annual report follows.

As Red would say, I dood it! Was it planned because I knew it didn't need to be in to make a non-existent Jan issue? No, I'm late because of all the reasons others have given.

Anyway, repeating from previous reports: "Still heavy travel to meetings of RTCA and other volunteer organizations I serve." Caught in SLC during one of those meetings when September happened, I took SWA out because UAL had airplanes just sitting there with no one around when flying was permitted again on Friday. Hmm. SWA is today humming, which is more than can be said for UAL. Yeah, I still take UAL to Europe or IAD, but SWA with their senior discounts and knowing how to handle passengers efficiently is good for going on routes that used to be heavily served by UAL from the SFO Bay Area, e.g. RNO and ONT. The UAL redeye from SFO is full to IAD, because instead of two redeyes, one a 757, they now have only one, a 320.

Repeating again from a previous report: "Because of the RTCA work, I've had some interesting times..." Last fall I spent an afternoon requalifying on an aircraft carrier at Norfolk Naval Air Station in Virginia, hand-flying an E2C, a twin-engine turbo-prop with a big radome on top, my first turbo-prop by the way, on the KittyHawk carrier, and also my first angle-deck carrier and my first experience with the 'meatball' approach. I made two approaches to landings, not very stabilized, but

caught the wires ok. Also my first with only 4 wires; we had 9 wires on the Wright which I flew on in 1947, quite a few years ago, eh? I got no checkout ahead of time, just got in and flew! And I'm 75. Oh, did I mention, it was a simulator this time! It was made available as an opportunity during an important RTCA SC186 meeting re UAT media of ADS-B. It was incredibly realistic! I also watched over the shoulder and listened to the three radar positions in the same aircraft but a different simulator, the people who direct aircraft as AWACS does. See how much fun retirement can be when one goes to RTCA meetings! (In case you're wondering, UAT stands for Universal Access Transceiver, operating at 978MHz now, being developed as one of the media for use in a system to have something better than radar/transponders/TCAS, namely ADS-B which is Automatic Dependent Surveillance-Broadcast.) We spent Christmas in Yosemite because I was able to get tickets for The Bracebridge Dinner, which we attended Christmas night. For those who don't know, it's a three-hour seven-course meal and pageant in 17th Century style at the Ahwahnee Hotel. Reservations are by lottery a year ahead of time, but I got mine just three weeks prior by calling for any cancellations, which they just happened to have two of! Total cost for the two Dinners and one night at Yosemite Lodge and one night at the Ahwahnee came to over \$1000! Drinks/wine with the Dinner and any other meals are extra! Once? Yes. Twice? No. Marilyn continued her support of heavy industry by having her arthritic right hip joint replaced on 31Dec 01, to go along with her two titanium knees. Three days later she *walked* out of the hospital. Amazing! It's not totally all that easy; she isn't to drive a car for 6 weeks, is still using a cane as I write this in mid-January and still taking pain pills. The key to success will be how she's feeling and walking by end of February. As the doctor, echoing my comment, said: Hey, lady, you're old and you just had major surgery! But, she's a trooper! Interestingly enough, one of our stockholdings is a company making joint replacement items, but her doctor said he wasn't using that kind, there was something better on the market. Was that inside information and a sell signal? My RTCA and other activities delve greatly into

GPS for aircraft. I wonder if any of you are using it on your club's golf cart. Several lives have been saved with GPS-equipped carts. And those type carts can be used to order catering service, too. Margaritas on the fly? And, if you're fooling around, you should know that surreptitiously-placed trackers can report where you go! On that happy note, I wish you all good times for the year.
Bernald S. *'BS' Smith*

WESLEY A. SPEAR—2691 Silverleaf Way, Meridian, ID 83642 (208) 888-9154
Dear Cleve, While I was still flying, a second officer that I was working with gave me a *RUPANEWS* and told me about the RUPA directory. I immediately thought, "What a great way to contact some of my mentors from days gone by". After making a few phone calls, I was told that I would receive a membership directory. For a time, I also received the newsletter. The nearest I can tell this was in 1997. My birthdate, June 3rd, 1940, gave me an official retirement date of July 2000. It is my understanding that initial RUPA membership is \$50. Starting then, in 1997, and paying through my birthday this year, I am enclosing a check for six years at \$20 per year, plus the \$50 initiation. This should take care of past newsletter issues and the directory. I am one of those who barely made age sixty retirement. One year after my retirement party I was diagnosed with ALS, commonly known as Lou Gehrig's Disease. This forced us to move to a new home where everything is on one level and wheelchair accessible. The above letterhead address is our new address.
Thanks, and my very best to all of those great retired aviators from United Airlines.
Yours Truly, *Al Spear*

JOHN D. STEWART—2926 Old Post Rd, Slatington, PA 18080
Hi Cleve, two years have gone by since retirement, and I need to go back to work to rest. Our health is good and we hope to travel more this year. We appreciate the good work you folks do on the *RUPANEWS*. Thanks, *John*

FRANK E. VANCINI—4045 Sky Harbor Dr, Coeur D'Alene, ID 83814
Hello Jock, I'm pretty close to my birthday so I

thought I'd send a brief note to go along with the check I sent to Cleve a few days ago by snail mail. Life is good here in beautiful North Idaho and, all in all, the past year has been kind to Monika and me, with some traveling, a new grandson, and good health for both of us.

Like all the rest of the pilot group, I was saddened and angered by the attack of 9/11. Incidentally, that was when our second grandson was born, at 1:59pm in Seattle. Having flown in that area for close to five years I know what those people are like, how vicious and hateful they can be towards America, and why we should never trust them. I have no doubt that we'll get those responsible and eliminate them from the face of the earth.

On a more pleasant note, we took a trip last May to Italy to see where my grandparents came from in northern Emilia Romagna, northeast of Bologna. It was delightful and the people were great, especially when they learned why we were there. No tourists at that time of year and the food was just as my aunts used to cook when I was a little kid.

Fantastic!! We also spent three days in Florence and a few more in Cinque Terra national park, just over the hill from La Spezia. A beautiful place. From there we went to Germany to spend a week with Monika's folks and then I came home while she remained for another ten days. In between all this were lots of trips to Seattle to see the kids. I was invited to join the Quiet Birdmen Association in January, 2001 and was formally initiated a month ago. It's a great honor to be asked to join and the men I've had the pleasure of getting to know are truly amazing in their accomplishments in aviation. Our speaker last week was M/Gen (ret.) Denny Hague, former commander of the Wash. ANG, who was involved in the action at A Shau in 1966 when Bernie Fisher won the Medal of Honor for rescuing "Jump" Meyers by landing his A-1E under fire on the strip and then flying him out. An amazing feat, especially hearing the tape of the radio communications while all this was going on. At one meeting there were four retired UAL captains sitting at the same dinner table; Bill Stookey, Bill Scholes, Dan Wynia and myself. I also saw Bill Scholes skiing at our local area and have seen him several times since, as he summers up at Twin Lakes.

For the rest of the past year we did a lot of powder skiing, some very successful competitive skeet

shooting, and a sad trip back to Germany for my father-in-law's funeral. Monika had been back there seven weeks before and he seemed ok, but began to slip during the holidays and passed away on Christmas afternoon.

Our UAL travels were very good, with 1st class most of the time and good people on the counters and airplanes. If some decent management can be installed, maybe the company can weather its present troubles and return to what it was less than two years ago. I sure hope so, for everyone's sake. I have rambled on for too long so I'd best sign off and see if this will go like it is supposed to. I'm still new at this computer stuff, and at times it really buffaloes me.

Jock, I hope your health problems are over, and that recovery is progressing well. Thanks to everyone for all the hard work that goes into producing such a first class newsletter. It is truly appreciated. Best Regards, *Frank*



"What does he know, and how long will he know it?"

KIRKE WATKINS—606 Cross Creek Dr, Sebastian, FL 32958

Hello Jock, Shirley and I are fortunate. We continue to enjoy good health after 18 years of retirement but hate the lack of agility that comes with being old and fat and baldheaded but it could be a hell of a lot worse. It's more difficult trying to

build an airplane without being a bit agile, but I'll make it.

I'm sad about the loss of my old friend, C. H. Smith (DCA). We wish good health to each of you. *Kirke*

TIM WESTON—11248 Skyview Ln. SE, Yelm, WA 98597

Hi Cleve, The annual postage fee is in the mail, the Mercedes is paid for and I'm from the government and I'm here to help you. Anyway, one of the three is correct.

This last year has been fast. Don't know how I ever found time to go to work. Three years since I put the flight bag away. Myrna and I are healthy and active as ever. Travel and volunteering take up about all of our time. Both my parents are still hanging in there at the 90 mark, so maybe I received some of the longevity genes.

Still working with Angel Flight to have an excuse to fly. When the weather is bad in the northwest, I usually get out in the hangar to work on my airplane. Not much time for anything else. We are both healthy, not so wealthy with the stock market wavering, and a lot wiser about IRA account managing. Till next year, *Tim*
captjweston@cs.com

BRUCE G. WILKINS—916 N. Rt. 23, Harvard, IL 60033 Bgw@mc.net

Dear Cleve, It does not seem that a year has gone by since I flew my last flight. I promptly bought a Harley, and then learned how to ride it. My wife suggested that I might want to study history, now that I have time. So I enrolled in the masters program and have enjoyed it a lot more than practicing law, which was my original plan. It is interesting how these women figure out, after 33 years of marriage, just what we are really want to do.

I am still in aviation, but without an airplane. I am looking for a Champ, but taking my time to make sure I get the one that's right for me. I have enjoyed the *RUPANEWS* a lot. Please keep up the good work. Sincerely, *Bruce*

GEORGE J. WILSON—13940 Westchester Dr, Colorado Springs, CO 80921

Twelve years gone, and both of us still in reasonable health. We bought a small lake house in

the Sierra foothills several years ago, and spend our time between there and Colorado Springs.

A very large thanks to all involved in the RUPANEWS. *George* CA #209-785-0915

NORMAN E. WITT, SR—4013 Via Campesina, Palos Verdes Estates, CA 90274

My 75th birthday was on May 2, 2002! Various health problems have kept me close to home. My back problem, which caused me to retire early, has greatly improved. After seeing many physicians, who determined that it was too risky to operate, I began swimming regularly and that has been very helpful. After taking antibiotics for several years for bladder infections, the third urologist I saw suspected bladder cancer. After three surgeries in 1997, the cancer growth was under control. In March 2001, a Transurethral Resection of the Prostate (TURP) was performed. It was classified as Benign Prostatic Hypertrophy (BPH) and was not malignant. Last November, another growth appeared and was removed from my bladder. Cardiologists, neurologists, psychiatrists and internists can't determine the reason for my chronic fatigue. My 90 year old neighbor lady, who works in her garden every day tells me I have OA (Old Age)! In between seeing doctors, I work with the Los Angeles County Disaster Communications Service and Palos Verdes Estates Police Communications. We were on alert on 12/31/99, expecting a terrorist action. Fortunately the terrorist, who was planning to blow up LAX was arrested crossing the Canadian border and we didn't have an incident to deal with. My Amateur Radio Call is KO6DA.

Best regards to all, *Norm*

DONALD E. WRIGHT—818 30th St NW #7D, Gig Harbor, WA 98335 atavelair@juno.com
Cheers to my fellow pilots; I am sure that you already receive these reports, very interesting reading. But if you don't get them, you should....Now that we are retired, we really don't have anything else to do but read safety reports, right?

Well, anyway I get them and have really enjoyed reading them and if you are so inclined, here is how to get on their mailing list or look at their web site.

Sincerely, *Don*

NASA - Aviation Safety Reporting System,

PO Box 189, Moffett Field, CA 94035-0189.

Website: <http://asrs.arc.nasa.gov/>

D. L. LARRY WRIGHT—605 Joandra Ct, Los Altos, CA Mostly SFO (68-95)

Seven years now and I still haven't been bitten by the exotic travel bug. Maybe one of these days I will come down with a serious case, but so far, domestic travel by car and plane fills the bill. In early September we flew to Denver, rented a car and toured Scotts Bluff, Chimney Rock and viewed parts of the Oregon Trail. This was interesting as my great grandparents had made the route in the early 1850's. We drove up to South Dakota and finally saw Mt. Rushmore. Our previous attempt had been in April quite a few years ago and when we arrived in the parking lot it was X ¼ SF. We were able to see a small portion of the curb in the parking lot and that was it. This time it was a beautiful clear day and the whole area had been upgraded. It's a very nice display now. From there it was over to Devils Tower and then down to Fort Laramie. We checked with the historian there to see if they had any record of my ancestors' passage but it seems the Army was not particularly interested in keeping a record of a bunch of civilians going through their post, so we were unable to get any positive record of their journey. We went back to Denver and flew out the morning of September 10th. Fortunately for us, we were secure at our Fox Oregon property when everything hit the fan. The rest of the year was filled with domestic trips and runs up to the Oregon property to see how many more of our young pine trees the porcupines had destroyed. *Larry*

VINCENT N. YOUNG—442 Yorktown Blvd, Kerrville, TX 78028 patiwgn@juno.com

Year eight of retirement. I certainly hope year nine is more peaceful and that our once great airline returns to profitability. The stock was at \$12.20 when I looked today. At that price there is a danger that someone will buy it and sell off the assets before the different groups get their act together. I find it ironic that the leadership mainly responsible for taking the airline down are now charged with turning it around!

Thanks to all who work so hard to publish RUPANEWS each month. I look forward to each and every issue. Best wishes, *Vince*

SAFETY OF NEW DRUGS

Safety of New Drugs Cannot Be Known for Many Years. Twenty Percent Ultimately Found to Have Life-Threatening Adverse Effects, Harvard and Public Citizen Find.

WASHINGTON, D.C. - Twenty percent of all new drugs are found to have serious or life-threatening adverse effects unknown or undisclosed at the time of drug approval, according to a study to be published tomorrow in the Journal of the American Medical Association (JAMA).

The study, by researchers at Harvard Medical School and Public Citizen, a nonprofit consumer advocacy organization, found that half of these serious adverse effects are detected within seven years after a drug is first introduced onto the market. Damage to the liver, heart and bone marrow, as well as pregnancy risks, are the most common problems that arise after new drugs are introduced.

Sixteen drugs were withdrawn from the market over the 25-year study period; half of those withdrawals took place within two years of a drug's introduction. The study also analyzed drug entries in the Physicians' Desk Reference (PDR), the most common source of drug information for doctors. The authors examined 26 volumes of the PDR, from 1975-2000, to determine how many drugs were found to have new serious adverse effects that were not known when the drug was first released. The study authors found that the estimated probability of acquiring a new black box warning or being withdrawn from the market over 25 years was 20 percent.

"This study will change the way I talk to patients about the use of new drugs," said Dr. Karen Lasser, study author and primary care doctor and researcher at Cambridge Hospital and Harvard Medical School. "If there is a safer, effective drug that has been in use for a number of years, I would strongly recommend it over a newer drug whose safety profile is unknown. I would prescribe a new drug only when absolutely necessary, and then watch for adverse effects very, very closely."

Prescription drug adverse effects are a major public health problem. "Twenty million patients, almost 10 percent of the U.S. population, were exposed to the five drugs withdrawn from the market between September 1997 and September 1998," said Dr. Paul Allen, study co-author, an internal medicine specialist at Cambridge Hospital and Harvard Medical School. "Yet the drug companies push the public and doctors to use new drugs that are more profitable but also more dangerous." The authors recommend that the U.S. Food and Drug Administration (FDA) not approve new drugs that are found to have safety problems in pre-marketing trials, especially when safer, equally effective therapies already exist, or when a new drug treats a benign condition.

"For many years, we have recommended to doctors and patients not to use new drugs until they have been on the market for at least five years, unless the drug is an important advance over existing treatments, which is rarely the case," said Dr. Sidney Wolfe, director of Public Citizen's Health Research Group and study co-author. "This study provides much more extensive evidence for this cautious approach to treating patients." The other study authors (Drs. Steffie Woolhandler, David Himmelstein and David Bor) are associate professors of medicine at Harvard Medical School.

Hot on the Contrails of Weather By Mark K. Anderson

Scientists have long suspected that airplane condensation trails -- the wispy, white tails found in the wake of high-flying jets -- form larger cloud banks that substantially alter the atmosphere's heat balance. These jet-generated clouds, called contrails, may in turn play an important role in shaping our weather.

However, testing this proposition has been tricky. Scientists can't just ground all the planes across, say, North America and then study the before-and-after data. But, for three days starting last Sept. 11, meteorological researchers were presented with just such an opportunity when the FAA grounded commercial flights nationwide for three days following the terrorist air attacks. And now it has emerged that the American climate was indeed noticeably different during those three days without air travel.

A team of climatologists presented their work Tuesday, showing that temperatures in the United States fluctuated by 1.2 degrees Celsius more when airplanes were grounded than when normal flight patterns prevailed. That is, planes in the sky dampen the variability between day and nighttime temperatures. More air travel, the researchers suggest, brings less meteorological difference between noon and midnight.

This research provides one of the strongest indicators that air travel itself changes our climate. "We actually found a much greater change in temperature range for parts of the country that normally get the greatest contrail coverage," said David J. Travis, of the University of Wisconsin in Whitewater. His team presented their results at an American Meteorological Society conference in Portland, Oregon. Large contrails, he said, only form when the cruising-altitude atmosphere is both sufficiently moist and sufficiently cool (somewhere in the range of minus 40 to minus 65 degrees Celsius). The skies above the Southwest are typically too dry, and the skies above the deep South are too hot for extended contrail coverage.

These factors plus the varying density of air traffic over different parts of the country combine to make the skies in the Midwest and Northeast -- and, to a lesser extent, the Pacific Northwest -- particularly laden with contrails.

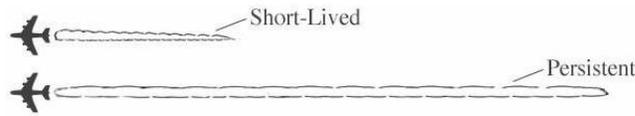
In such contrail-heavy portions of the country, Travis' team found that during Sept. 11-13, the difference between day and night temperatures increased even more. The Midwest and Northeast experienced a "contrail effect" of 3 degrees Celsius, more than twice the national average.

And as anyone who follows global-warming forecasts knows, it only takes climatic changes of fractions of a degree Celsius to yield widespread results.

Yet, Travis added that the new data does not suggest that contrails offset or enhance global warming. Other research has suggested contrails have a global-warming effect. But Travis' data addresses variability between day and night temperatures, not an overall warming or cooling trend. "It complicates the debate," he said.

Conclusions are more certain on the regional scale, he added. As air traffic increases over some regions of the world, the will likely bring even daytime and nighttime the local environment.

Cranberry bogs and require a combination for optimum yield. don't produce sap if don't fluctuate enough. Furthermore, he said, sensitive to changes in in insect populations unexpected Patrick Minnis of Center in Hampton, confirm previous published on climate



increased density of contrails smaller differences between temperatures, and that will alter citrus orchards, for instance, of cool nights and warm days And in the spring, sugar maples daily (diurnal) temperatures

some insects are particularly diurnal variations. And changes can in turn have some aftershocks.

NASA's Langley Research Virginia, said Travis' results statistical studies Travis had variability and contrails. "Having

this data set made the relationship a little more definitive," Minnis said.

On Monday, Minnis presented research that also examines contrails using the unique window that Sept. 11 provided. However, instead of studying the lack of airborne jets during the FAA's three-day moratorium, Minnis considered the few aircraft that were in the skies -- military jets and transport planes.

In a usually packed air corridor around Washington, D.C., Minnis followed satellite images of a lone contrail drifting through the mid-Atlantic states on Sept. 12. The three days of grounded air travel provided him a unique opportunity to model the evolution of single contrails where normally scores or hundreds would be found.

He witnessed six contrails, each no wider than an airplane wing, evolve in a matter of hours into cloud banks that covered 20,000 square kilometers.

"This is a once-in-a-lifetime opportunity to measure these contrail effects," Travis said. "Or, at least, we can only hope it's once in a lifetime."

IN MEMORIAM

GORDON W. BROWN

Another very good friend has flown West. Services for Gordon W. Brown were held on April 1, 2002, in Sun City, Arizona. Let me relate this incident to describe Gordy. I was a new hire in 1953 and my first assignment was the typical one to Chicago. Gordy had hired on in 1945 and was a competent well-liked young captain already in the sights of Ray Allemang as a future flight manager. We both moved our families into a new subdivision in Elmhurst and only lived a few doors apart. I couldn't afford to have the garage built as part of our new house and saved it as a future project. The big day to pour the garage slab came and Gordy was there to help me. It was July and the temperature was 105 degrees. They dumped the whole load of concrete inside the forms and Gordy and I started trying to spread and level it. At first we could use the time honored way of dragging a long 2 x 6 across the forms. But it was setting too fast so we resorted to shovels and hoes to drag the concrete into approximate place. That panicky feeling set in like trying to get out of a flat spin. We ended up beating the concrete down using square nosed shovels like sledge hammers and then trying to hand trowel the high spots. It came out surprisingly well although there was never a question of good traction on the rocky surface. Our hands and knees were raw, but after we recovered in a few days, we were out playing tennis at the nearby park. Our kids played together and our wives, May and Jackie, coffee klatched and played bridge together.

It is not surprising that Gordy had that spirit of "help thy neighbor". Gordy was born the son of a Nazarene minister in Saskatchewan, Canada, and he attended Northwest Nazarene College. He married May Feltar on June 9, 1942. Gordy flew B24s over Germany during World War II and he was recalled to fly B29s during the Korean War. A patriot and a gentleman to the end, Gordy was cheerful and uncomplaining during his final bout with the Big C. It is a privilege to call him my friend. *Ray Lahr*

PAUL L. BURKE, From Don Cunningham,
Seattle 46/80

Am sending the obituary notice regarding Paul Burke, who flew west April 4, 2002 at Medford Rehabilitation and Healthcare Center. He is survived by his wife Margie.

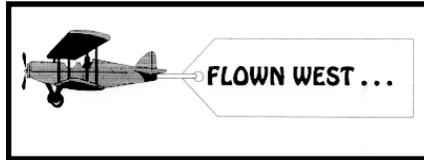
Paul and I were close friends for 56 years. We joined UAL in August, 1946; reporting to the copilot class in Denver, staying in a dorm at the YMCA, and attending classes in the Temple Court Bldg. in downtown Denver. Seniority kept our careers and lives in sync throughout our service with UAL.

Paul was a lover of practical jokes, but he had a serious sentimental side as well. He often commented that UAL was a damn good company, and we were lucky to have the best of all jobs. We flew the Stinson Gull Wing (5 place radial engine) to get our instrument rating in the new-hire training program. On our final check ride, Paul and I were together with a check pilot (Freberg) who was a big, gruff fearsome Captain Bligh, who could intimidate a new-hire copilot into a state of complete dysfunction (but as you will see, had a compassionate heart - as did most of the Captain Blighs we later encountered on the line).

The hot summer air in Denver - thermals and capricious winds rushing down the Front Range - was not conducive to precision flying, especially in a slow plane with light wing loading. So Paul and I, knowing that it would be very chancy that we could recognize the cone over the L.F. Range, agreed that the student in the back seat would nudge the back of the seat of the student flying, when we went over the cone. I was first up, with Paul in the back seat and Freberg in the right seat. I recognized the cone OK, but to be safe, Paul gave the back of my seat a pretty healthy kick.

Fearing that Freberg would see what we were doing, I delayed starting the let-down for a few seconds, whereupon Paul, thinking I hadn't felt the first kick, gave the seatback a kick that almost propelled me out of the seat! Freberg turns around and bellows, "goddammit Burke, we all know we're over the cone — no need to kick the OX!! airplane apart!"

So it went through the years -Flight Engineer School in CYS in '48; Copilot School in '54; Capt. School in '68 (Paul checking out in the 737, and me in the 727). Paul retired flying the DC 8 out of SFO. He was loyal to UAL, his family, and his country. He was a fun Buddy and I will miss him. Thanks and Best Wishes to all, *Don*



William O. Nice	1/2002
Raymond E. Gilliland	2/23/2002
Webb A. Tallman	2/24/2002
Phil W. Johnson (SFO Crew Scheduler)	3/23/2002
Gordon W. Brown	3/28/2002
Willard D. Griffith	3/28/2002
Paul L. Burke	4/4/2002
*Clarence E. Lightner	5/9/2002
Kenneth A. Miles	5/18/2002

** Indicates Non-Member*



HIGH FLIGHT

By John Gillespie Magee, Jr.

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

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 2nd Mon.** SW FL—*Olive Garden, Ft. Myers* - 941-793-5251
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant Country Club, Stuart*
561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*McCormick Ranch Golf Club, Scottsdale*
480-948-1612
3rd Tue. DEN Good Ole Boys—*American Legion Post 1* - 303-279-4348
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-658-6168
3rd Tue. NE FL—*Spruce Creek CC* - 904-760-9736
3rd Tue. Dana Point CA—*Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—*Hacienda (Even Months) Billingsley's (Odd Months)*
310-821-6207
3rd Thu. Ohio Northcoasters—*TJ's Wooster (Always coed.)* - 330-262-5811
3rd Thu. SEA Gooneybirds—*Airport Marriott.* - 206-242-1242
3rd Thu So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896
3rd Thu. TPA Sundowners—*Cuzzins (odd mths. Stag)* - 727-787-5550

Quarterly Scheduled Lunches

- 1st Wed** Feb, May, Aug, Nov. Chicago Area—*Itasca CC* - 630-832-3002
2nd Tue Jan, Apr, Jul, Oct. McHenry (ORD)—*Warsaw Inn* - 815-459-5314
3rd Wed Jan, Apr, Jul, Oct. Washington Area—*Belle Haven CC* - 540-338-4574

Deadline: June 24, 2002

Mailing: July 3, 2002



PERIODICALS

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