



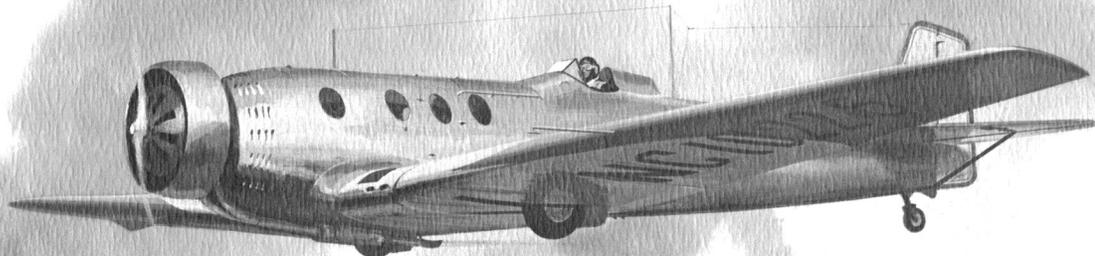
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 12

(Journal 521)

December, 2002



Walter Crastnoway

BOEING 221A - "MONOMAIL"
1930

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RUPANEWS

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Also

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

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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: Boeing 221-A

Though the pilot was exposed to the elements, eight passengers sat in comfort behind the 575 h.p. P & W "Hornet" B, on the Cheyenne-Chicago route for United Air Lines. The 221-A underwent many modifications in the short time it was in service and for a period of time flew its route without United markings. The 221 development was credited with leading to the later development of the B-9 bomber and the Model 247 transport.

Technical Data: Accommodation: 1 pilot, 750 lbs. of mail, 8 passengers.

Power Plant:	P&W "Hornet" B, 575 h.p.	Cruising Speed: 135 m.p.h. at 60%
Wing Span:	59 ft. 1 ½ inches.	Climb: 850 ft/mm.
Length:	44 ft. 1.27 inches.	Service Ceiling: 14,000 ft.
Maximum Speed:	158 m.p.h.	Range: 530 miles

Folders and Stuffers Alert!!!!

The January Folding & Stuffing session will be on Thursday January 2nd

PRESIDENT'S MESSAGE

Fellow RUPArians, What a great cruise we just had. If you missed it, and I know a lot of you did, you missed something special. About 130 of your fellow RUPA members gathered on the docks in Fort Lauderdale on October 31st to board the *Rotterdam*, flagship of the *Holland America Line*. The following ten sun-filled days were jam-packed with fellowship, first class entertainment, partying and enough food and beverages to keep the most discerning of us more than satisfied. Thanks go out to Jerry Poulin of *Millbury Travel* and Joe Ferrie for their outstanding work in setting this up.

The one thing we did learn from this cruise was you can never plan too far ahead. In order to benefit from the best prices available in the industry, we must plan at least one-and-a-half-years in advance. That means we should start thinking about the cruise for 2004 now. Send your suggestions to Joe Ferrie or me. 2004 sounds like its far off, but we should plan for it now, if worst comes to worst, we can always cancel.

While we are thinking in advance, how about the convention in Washington DC? Start making your plans to attend. It will be in October or the first part of November of next year. We could use some help from people in the DC area, any volunteers?

RUPA'S *Boys Night Out* is fast approaching. Look for more information in this issue. February 21st is the date in San Francisco at the *Sheraton Gateway Hotel* just south of the SFO Airport. This one will have an added attraction. Don't miss it.

Since this is our December issue, I want to wish each and ever one of you the very best for the Holiday Season. Merry Christmas and a very Happy and healthy New Year.

Remember to keep those cards and letters coming in. I for one read every letter in the *RUPANEWS*. 'Nuff said. Fraternally, *Rich*

WIDOWS COORDINATOR

JACKIE PANCOAST ABEL - 714-846-2119 - fax 714-846-7116 - jacquelineabel@aol.com

Hello ladies: From the phone calls I am receiving, you all have many questions regarding the status of UAL. Unfortunately, I have no answers. All I know is from the newspapers, TV news and e-mails which I am sure you have also seen. Just hang in there and keep the faith.

We must remain optimistic. 'Til the next time. *Jackie*

BOY'S NIGHT OUT,

Guest Speaker will be:
Jan Kinda, Chief Pilot,

Boy's Night Out!

Sleeping rooms, \$89 @ Sheraton.
Call 650-340-8500 or 800-827-0880
Ask for: "RUPA- Boy's Night Out"

**Sheraton Gateway
Hotel
San Francisco Intl
Airport
Friday, February 21st,
2003**

α β
**5:00 pm – 7:00 pm,
Reception
7:00 pm – 10:00 pm,
Dinner**

Only \$40 again this year! Plus a 10% reduction in room rates and complimentary parking for dinner!
Send checks to: Sam Cramb, 20090 La Roda Court, Cupertino CA 95014
Please indicate choice of Roast Prime Rib of Beef or Salmon Filet.

EDITOR'S NOTES

As we approach the holiday season, the times are uncertain and the prospects drear for the future. As we go to press on 27 November, it is uncertain if United Airlines will receive the government ATSB loan guarantee on which much, apparently, depends. The workers have done their bit, in varying degrees, with the pilots to the fore, to help our company avoid the vicissitudes of bankruptcy, and it remains to be seen if that was enough.

For many of those in our company and in our industry we know it will not be a happy holiday season, because they face either a wage cut or furlough or have already been furloughed, with dire prospects of a recall in the next decade. Our industry is undergoing more than the customary downward fluctuation of a cyclical business – it is undergoing a paradigm shift in the way the airlines operate – the outcome of which can only be guessed at. This issue contains quite a bit of material, as timely as we could make it, relating to the present situation so that our readers may be as well informed as is possible.

On a different, but old, subject, since none of us has yet found the secret of eternal life the question arises of volunteerism and who is going to step to the plate to ensure that RUPA will outlast its impending 30th anniversary in January 2003.

In my own case of illness, having a backlog of editorial material, I was able to unload part of my task, the layout function, to a helpful member when I was in hospital and subsequently – but it was to one who is already overburdened – Cleve Spring! I hope to continue as editor for a while yet, but it would be nice to have an understudy in case of the unexpected – and not just for my position.

Sure, we could presently afford to pay for professional layout, but in these times we'd rather save the \$600 a month that would cost. We, at *RUPANEWS*, are working on plans and methods to maximize the advantages of computerization, (e.g. I live only a few miles from Cleve, but that's irrelevant since we use a computer link) however we need actual bodies to fill the planned slots.

We need understudies for most of the active working positions involved in providing and distributing *RUPANEWS*. I look to our "new hire" retirees to throw their names in the ring, giving relief to us septuagenarians (I became one last month, to join the rest of our crew). Come on guys! Many hands make light work! I have listed concerns for the future, but for the near future let me wish all our readers a happy holiday season and as prosperous a new year as might reasonably be expected. *Jock Savage, Editor*

A Thank you from Marty Dunkle

Dear Cleve, I would to take this means to thank the many friends that Bill and I made while with United Airlines.

The cards, calls and words of sympathy have all been appreciated, and though I knew long ago that Bill had many special friends with the airline, it was lovely to hear the many memories his flying buddies had of him.

We met in a DC-3, in 1947, which turned into a 55-year love affair. He kept me adoring him, and laughing all the way.

We gave him a grand send off, climaxed by a beautiful "fly-By", flown by Clay Lacy in his DC-3. Again, thank you for that Clay. Not a dry eye in the house.

Bill had a wonderful life, he crammed so much living and fun into his 85 years. I am very thankful for our time together and that he did not have to suffer for a long period of time. The kids and I will miss him so.

Marty

THE LAST HURRAH FOR TRACY ACES

The Tracy Aces will hold a Reunion on February 22, the day following BNO. Make your reservation for both BNO and the Tracy Event at the Sheraton Gateway Hotel (SFO Airport) - (650-340-8500) for both BNO and the Reunion the following day. Wives, of course!

Do any of us have a "Significant Other" at this age?

Send a postcard to - or phone Cottle (650-854-2490) Breitschopf (650-941-4072) or Devine (650-948-9255) advising your intent to attend.

DANA POINT RUPA LUNCH

Jock: Sure did not seem like the start of Winter as 17 of the gang showed up to enjoy a good lunch under the blue umbrellas, Nov19, 02. On deck were Earl McKenzie, Carlos Bernhard, Bill Meyer, Ed Judd, Bob Fuhrmann, Bruce Dunkle, Jerry Meyer, Pete Hansen, Park Ames, Jim Stowell, Tony Testa, John Grady, Ted Simmons, Joe Udovch, Bill Rollins, Rick Hoefler, and Ron Cordes.

The temperature was 80° and the sky was clear. What a difference once a storm has rolled on through! The clear Wx. led to a bit of picture taking of the group. Bruce Dunkle did the picture taking as I herded the group out on to a bit of grass in front of the *Wind and Sea*. One of the pictures has been sent in to RUPA. All the guys looked like they were on vacation...well!

It was good to have Earl McKenzie join us.. He said he was feeling good, and was glad of the little bit of weight gain. What with his new heart and kidney that is not a complaint!

Bruce Dunkle brought in a copy of his brother's book "Arctic Flight 1933-1941."

If you're interested go to the site:

<http://www.puzzlesbyshar.com/adventurebooks/bookselection/arctic.html>

This book contains an accurate portrayal of hazards facing early Alaskan airmen. Carlos Bernhard is doing some flying with LIGA-"The Flying Doctors of Mercy." His skill in the other languages is appreciated by the Doctors as well as making his airplane available for flights to several locations in Mexico. Says he loves it!

John Grant's wife, Eunice, showed up with some name tags for our group (hope we all remember to bring them next meeting). Also she brought some copies of a poem written by an air force pilot. The name and author were not on the page. It was quite good. John himself was unable to come in due to a very bad reaction to a test that he was undergoing. Well wishes John.

Next Meeting Tuesday the 17th of December, 1200. Regards, **Ted**



Front Row: L. to R., John Grady, Bill Rollins, Ed Judd, Joe Udovch, Bob Fuhrmann, Ted Simmons---**Back**

Row: L. to R. Pete Hansen, Jerry Meyer, Tony Testa, Park Ames, Bruce Dunkle, Bill Meyer, Rick Hoefler, Ron Cordes, Jim Stowell and Carlos Bernhard

2002 CHICAGO RETIREMENT PARTY

Nov 8 was a festive evening, for Chicago retirees, their families, and RUPA members. We were almost 500 strong, at the *O'Hare Westin*. We honored 62 retirees, at the party, and missed over 20 of the gentlemen, because of varying reasons.

My thanks to Jock, and company, for including the information in the *RUPANEWS*.

Happy Holidays to all. Robert G. (Bob) Blackwell (Ret) pamandbob@juno.com

DENVER GOOD OL' BOYS

The November meeting of the Denver Good ol' Boys convened on the third Tuesday at *American Legion Post #1*. The turnout set a record for attendance. This was one of our semi-annual wives-invited meetings and most had at least one wife in attendance. The happy half-hour seemed to be a rousing success and was somewhat extended as the humble coordinator (h.c.) had to keep telling the chef to put another cup of water in the beans as the crowd continued to grow. The kitchen staff strove mightily, however and with setting up

extra tables and etc, all were finally accommodated, with sit-down dining. This h.c. heard no complaints about the cuisine.

After victualizing, h.c. acquired the floor and asked for reports re. infirmed members or reports of final flights west. Bill Hoygaard reported on the final flight west of Carl Wood and the memorial service. It was brought to humble coordinator's attention that he had greatly exaggerated the reported final flight west of Capt. John Fields, as said gentleman is hale and hearty. h.c. regrets the error.

Other business being accomplished, humble coordinator proceeded to relate a boring litany about the recently concluded RUPA cruise from FLL to Panama and points south, embellishing liberally as he was the only one present to have made this trip, thence the likelihood of accurate rebuttal being minuscule. To exacerbate the mistreatment of those assembled, blurry and poorly exposed pictures were offered in evidence. To the relief of most, the verbiage finally ceased and the remainder of this convocation was devoted to socializing and good fellowship. The assembly adjourned at a respectable hour.

Those present at this muster: Bill & Eve Hoygaard, Bob Dietrich, Ilene & Dick Wagner, Pete and Karen Cecchinelli, Al Snook, Ron & Georgia Schafer, Bill Bates, Dick & Jean Kobayashi, Russ Wright, Steve Paas, Keith & Shirley Patton, John & Marion Allen, Don & Chris Johnson, Clif & Dott Bloom, Norm & Ann Miller, Bob Sanwald, Tom Hess, Millie & Ralph Stewart, Dick & Jerry Shipman, Bob & Laura Ashworth, Janet & Hal Meyer, Casey & Gail Walker, Maury Mahoney, Charles & Sandy Fellows, Rick and Kaye Madsen, Bill & Mitzi Fife, Bill & Woodie Matheny, Dick & Carole Bennett, Bob & Ann Blessin, Ralph Wright, Shirley & Jack Turner, Tom & Cynthia Gordon, Dave Murtha, John & Terese Thielen, George Benkendorf, Bob & Jim-Claire Clipson, Jerry & Peg Kennedy, Doug Mitchell, Gary & Marian Gore, Tom & Mona Hudgens, Jim & Jessie Harris, Ed Schumacker, and the humble coordinator and scribe, *Ted Wilkinson*, a cappella

GOLD COAST RUPA LUNCHEON

The second lunch for the winter season was held on Thursday the 14th of November. A good time was had by all. On a sad note though, Paul Livingway lost his wife a week ago. We all feel very bad for Paul and were happy to see him today.

A new member of our group drove all the way from the Keys, Harry Lloyd. Hope to see him every time. Attending were Jimmy Carter, Art Jackson (also new and just retired), Dick Bodner, Russ Burleigh, Burt Olson (drove down from Polk City, FL), Peter Gallant, Ed Wheeler, Les Eaton, Harry Lloyd, Dick Wiley (the hermit), Stan Blaschke, Warren Hepler, Dan Kurt, Paul Livingway, Bob Hein, Lyn Wordell, Ned Rankin, Duane Harrison, Noel Summer, Jerry Bradley and Mark Livingway.

Next meeting will be at the *Flaming Pit Restaurant* in Pompano Beach on Thursday, December 12th at 11:30AM.

Questions (but probably few answers) call Jimmy Carter at 561-272-1860, or Stan Blaschke at 954-581-0145. If you would like to get on our post card list, call me at 561-994-6103.

Jerry Bradley for Stan and Jimmy

LAS VEGAS HIGH ROLLERS LUNCHEON

Our November luncheon was held per usual on the third Tuesday of the month. Plans were discussed for our December meeting to be held on the 17th of December, and that will be the day for everyone to bring unwrapped toys for the TOYS FOR TOTS program which I am proud to say we have supported for the past 3 years. The generosity of our members is overwhelming. We would like to invite any and all RUPA members who may be in the Las Vegas area for the month to join us for a banquet on the 17th of December. The following were present: Andy & Dawn Anderson, Harry & Georgia Arcamuzi, Bill Balboni, Barry & Ruth Dixon, Barrie Folsom with guests Joe & Kay McCarthy, who came from their boat in Australia for a visit, Henry Gilbertson, Jerry & Susanna Johnson, Gene & Mary Lamski, Hal & Shirley Morris, Bud Puckett, Lyle Miller, Tim & Marilyn Parker, Jim & Peggy Cox, Dave Munyon, Don & Betty Swirnow, and yours truly Clyde House & Marie Loquet.

For those pilots living in the Las Vegas valley who are not active in our group you are missing a very nice

get together each month along with some championship Barbecue. We welcome all retired United Pilots and their wives to join us especially for our December bash... Clyde House clydie@concentric.net (702) 896-8821

LAX LUNCHEON AT BILLINGSLEY'S

On November 21st there were 22 in attendance for our last Van Nuy's luncheon, for the year 2002. They were Herb Goodrich, Jack Moore, Jim Casteel, Ken Williams, Jack Hanson, Shirley Hanson, Lee Cameron, Edna Cameron, Dave Tank, Jim Day, Gerry Beyer, Walt Albright, Butch Trembly, Ray Engel, Gene Biscauiluz, Mike Herriott, Bob Mosher, Don McDermott, Ron Matsuda, Dave Kirkendall, Clay Lacy and Doug Rankin.

Due to another commitment, Rex May was not with us today, so again Herb Goodrich stepped in and at 1213 hours broke up our individual hangar flying sessions, with some announcements. Herb told of Jerry Beyer, Jim Day, Bob Kohler and himself attending Captain Bill Dunkle's memorial service at the United Methodist Church in Camarillo, California. Herb went on to say after the services every one went to the *Las Posas Country Club* for a luncheon. While every one was at the Country Club Clay Lacy made a fly-by in his Douglas DC-3 (which is painted in United colors, circa 1940's) and rocked his wings in a goodbye salute to Bill.

The main topic around the table was going through security at the airport. Don McDermott told of almost having to undress to get through security, Dave Tank mentioned the person who tried to light the fuse in his shoe. Dave said he understood the person had very thick soles to put the explosives in and the reason the fuse did not work is the person had walked through water before boarding the aircraft. The last comment by Clay Lacy was that it appears the security people have a quota they need to make and even though there is not supposed to be any profiling, they seem to pick out the Non-Rev's so as not to bother as many revenue passengers.

Now comes the sad news, this was our last luncheon at *Billingsley's*. The restaurant has lost its long battle with City Hall and its lease will not be renewed. It will be closing December 31, 2002. I have heard the par three golf course that surrounds the restaurant will be turned over to City Parks and Recreation. So, unless a place can be found, it looks like there will be no Van Nuys luncheon in January, let's hope by March. Just before the luncheon ended, Karen, our waitress who has taken good care of us for such a long time, said good by and we all gave her a round of applause.

Till next time, wherever and whenever, this is, *Doug Rankin*

OHIO NORTH COASTERS MEETING

The North Coasters (AKA Cleveland Crazies) once again met at *TJ's restaurant* in Wooster Ohio for their November gathering. The usual drinks and good food were enjoyed by all. Conversations were going in several directions all at once---about the health of (or lack of) United: the future of our pensions and medical benefits: and requirements for IRA withdrawals etc. Discussions and stories about some of the "colorful" pilots of the past brought much laughter and consumed considerable time in the telling. John and JoAnn Pinter reminded us that the December gathering will be at their home on December 1st. They have hosted an annual Christmas Party for United's workers at their home every December for many years.

Dick Orr announced that this would be the last year he will serve as the area representative of RUPA. He will be replaced by Captain Richard McMakin who will take the helm on January 1st, 2003. Others in attendance were Jerry Cox, (fully recovered from his recent automobile wreck) Ken Wheeler, Dan Seiple, Richard McMakin, Ed Griffith, George Bleyle, Rob Marshall, Dave & Kris Suits, Jim Burrill, Vic Popelars, Jack Preston, Bill Dilzell, and JoAnne Orr.

RUPA B.O.D.: After almost ten years as the area representative of the North Coasters, I am resigning effective January 1, 2003. It has been a pleasure to serve in this post. However, it is time for a change. Captain Richard McMakin has agreed to take the helm as the area representative on that day, and I am very pleased that he will replace me. He is a true leader, having organized the Cleveland workers for United's

participation in the "Make-A-Wish" foundation's outing for disabled and/or terminally ill children. He is also very active in community affairs and works with FAA personnel. The North Coasters have all been informed of this change and I am confident that he will bring new life into the chapter. For now--- the Cleveland North Coasters will continue to meet at *TJ's Restaurant* in Wooster, Ohio on the third Thursday of each month at 1 P.M. for lunch.

Please appoint Captain McMakin into the position as the area representative effective January 1, 2003. Fraternaly, *Dick*

As self-governing entities, the various Areas self-appoint their reps. Capt. McMakin will be so noted. On behalf of the B.O.D., many thanks for your decade of dedicated work on RUPA's behalf, Dick. Ed.

THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners met at the *Briarwood C.C.* Sun City, West on Friday Nov. 8th. Our Host for this Special Day was John Prestegaard. We thought it would be nice to have our table decorations be in our Good Old Red, White, & Blue colors. We had several First Time Members join our Regulars for a pleasant Social Hour.

ATTENDING: Fred Anderson, Bill & Lillian Bay, Betty Bergbower, Al Bengtson, Frenchy & Millie Bourgeois, Mike Carlin, Dick Daniels, Ken & P.J. Killmon, Ed & Phyllis Nelson, Thomas & Corrinne Kenney, Rocky & Virginia Kreis, Ed & Nancy Moore, Jim & Sue Mennella, Phil & Pat McDonald, John Prestegaard, Randy Ryan(TUS), Bob Steeneck, David & Sheryl Swanbeck, Charles Thom, Don & Joan Toeppen, Geno Williamson, and Tom & Bev Workinger (TUS)

We didn't have a speaker, so I had each RUPA Member stand, introduce himself, guests, along with a brief history of their life with UAL. Very interesting.

Very sorry to hear the news that Bill Dunkle had flown West. Don Toeppen had just received. the message. We will NOT have a Luncheon in December, but looking forward to our Luncheon on January 10th 2003 at the *Cottonwood C.C.* in Sun Lakes. Wishing all of you a Healthy Holiday Season.

See ya next year, *Frenchy*

TREASURE COAST SUNBIRDS LUNCHEON

Our merry little group included Percy Wood, Paul Andes, Lloyd Barry, Joe Mahoney, Rudy Pekrul, Clay Grant, Jack Boisseau, Dave Hoyt, and me. We missed our old Friend, Clark Luther, who is still ailing. We're pulling for you, Clark.

A good soup an salad and funny stories took a couple of hours when we adjourned until December. *Dave Arcy*

NEW METHODS HELP RE-RESTORE 307 STRATOLINER

By The Associated Press

AUBURN, WA — More than seven months after a painstakingly restored Boeing 307 Stratoliner ditched in Elliott Bay during a test flight, crews in charge of repairing the damage are making significant progress, but it hasn't been easy.

When copies of the original Model 307 drawings were retrieved from Boeing vaults, the reproductions were barely readable. Engineers solved that problem by using laser tracking equipment to create a three-dimensional representation of the plane's damaged cowling. Then they tested the fit

of parts with a rapid-prototyping machine, in which a scale model is formed by a computer-guided nozzle that squirts molten plastic in microscopic layers a few thousands of an inch thick.

Workers in Boeing's Emergent Manufacturing Facility in this South Seattle suburb scrambled to produce out-of-production replacement parts.



"We don't normally get work this complicated," Shop Leader Dirk Sundbaum said. "We do detail work that is assembled somewhere else. But people here were motivated. They have a big interest in aviation and aviation history."

Originally delivered to Pan American Airways in March 1940, the plane dubbed the "Clipper Flying Cloud" splashed down in Elliott Bay on March 28 after it ran out of fuel on a test flight. The plane — the last of its kind — sustained considerable damage to its engines from the salt water and a broken rear landing gear.

No one on board was hurt, but aviation enthusiasts were saddened to see six years of meticulous restoration — including a cabin-lining tapestry woven on a vintage loom — sitting in the water off West Seattle.

A few months later, Boeing vowed to re-restore the plane so it could take center stage at the National Air and Space Museum's Steven F. Udvar-Hazy Center in time for next year's 100th anniversary of the Wright Brothers' first powered flight. The center is scheduled to open in December 2003.

A Boeing AOG — aircraft on the ground — team is one of two groups working on the plane at Plant 2. The other is a corps of 85 volunteers, most of them Boeing retirees.

"If not for their expertise, this would cost thousands of dollars more and take years," said Dave Knowlen, business director for Commercial Airplanes and the Stratoliner project manager.

The Boeing 307 Stratoliner was the first commercial airplane with a pressurized cabin, allowing it to carry passengers at 20,000 feet and higher than any other plane of its day. Only 10 were made. Once it's restored and rolled out, the Stratoliner will star in a ceremony at the Museum of Flight in Seattle, likely around mid-July, Knowlen said.

From there, it will fly to Chicago and Dayton, Ohio, to honor the Wright brothers, before making its way to the National Air and Space Museum. Copyright © 2002 The Seattle Times Company

ABOUT THE A-PLAN

Doug Wilsman, 52/85, ORD, LAX; 20234 Eagle Hill Ln, Ramona CA 92065 dhwilsman@aol.com

All A-Plan participants should have received UAL's Summary Annual (A-Plan) Report in the U.S. Mail during the second week of November, which defines the Plan's status as of 12-31-01. The Report contains no surprises. UAL made no contributions --- for the fourth year out of the last six. The funding level was 94%.

The benefit payments went up \$50M (19%) and the number of retirees/ widows receiving benefits went up 507 (12%). Those two factors illustrate why the cost to operate the Plan keeps increasing. Fewer participants die than retire, and the benefit levels for those who die are much lower than those who retire---a double whammy.

The report that I wrote for the RUPA Website (www.RUPA.org) detailing the federal rules if the A-Plan is terminated will be updated if anything unusual happens---like a Chapter 11 filing---between when this letter is being written (11-19-02) and when the Feb '03 *RUPANEWS* arrives. Subscribers who cannot access RUPA's Website will be mailed a copy if I get a stamped self-addressed business-size envelope.

Signed *Doug*

UAL R&I COMMITTEE REPORT

Excerpts from UAL MEC R&I Committee Report of 2 November 2002

QUESTION: State Street Bank has been selling my UAL stock in the ESOP at the bottom of the market. If the union coalition reaches agreement with the Company, our stock should rebound and we'll be trying to buy it back at much higher prices. It's exactly the wrong strategy.. We should be holding the stock right now. We held onto it all the way down from \$85 a share to \$2 a share. Why did the ESOP Committee allow State Street to take control of our ESOP stock?

ANSWER: There are two separate issues in this question and we think it is important to separate them: Why did the ESOP Committee hire State Street as Investment Manager over our ESOP shares? Why did State Street begin to sell ESOP stock?

The decision to hire State Street Bank

The three members of the UAL-MEC R&I Committee also sit on the six-member ESOP Committee, along

with two members appointed by the IAM and one member appointed by the Company. The ESOP Committee decided to hire State Street Bank as Investment Manager for the ESOP in late August. For the ALPA members this decision was the most difficult and distasteful one we've ever had to make. We are all captains who have fully participated in the ESOP since it began in 1994.

The decision to hire State Street was driven by the federal law named ERISA. As you know, on August 14, 2002, the Company announced that it would file for bankruptcy protection if it could not successfully negotiate concessions from its unions and suppliers within 30 days. If the Company filed for bankruptcy, it would mean that all UAL stock would become worthless. Faced with that possibility, ERISA required the ESOP Committee, as co-fiduciary, to evaluate the prudence of continuing to hold only UAL stock in the Plan.

The Committee spent two intense weeks after the August 14 announcement seeking expert financial and legal advice. Independent investment advisors reviewed the Company's financial position and the outlook for ESOP equity in bankruptcy. Every single attorney -- from ALPA, the IAM, an ERISA specialist and the Company -- advised the Committee to hire an independent investment expert to make the evaluation and then to act upon it. The attorneys further advised that in making our decision, we had to satisfy ERISA's "duty of loyalty." We could only consider what was best for the ESOP participants in their capacity as participants. This was true even if, as employees or union members, we might have preferred not to hire State Street.

We might wish that ERISA did not exist, or that it completely exempt ESOPs, or allow participants to direct that their shares NEVER be sold, even if the Company does file for bankruptcy. But as much as we might wish for that, it's not what the law allows. ERISA exists, it applies to ESOPs (including this one) and it does not allow participants to "opt-out" of its rules.

Instructions to hold UAL stock as the sole ESOP investment are conditioned this way: "[if] not contrary to Title I of ERISA." This is the legal acknowledgement that ERISA will not always permit an ESOP's holdings to be 100% in Company stock. Case law has confirmed that an ESOP fiduciary cannot, in all circumstances, shield itself by pointing to plan documents directing it to hold only company stock. There are times - and an immediate threat of bankruptcy filing might very well qualify - when following that direction is no longer prudent.

The Committee spent days with the advisors, reviewing the issues and trying to separate our emotions from our responsibilities. There was significant personal and institutional liability on the Committee and ALPA. There was potential for worse outcomes if the Committee became deadlocked and unable to function. State Street, as Trustee of the ESOP, might have begun to sell ESOP shares anyway, under ERISA's rules applicable to co-fiduciaries. We listened carefully to the arguments, tried to ask the right questions and ultimately voted for what we believed -- and continue to believe -- was the only rational choice in the circumstances. To hire an investment manager to act solely in the interest of participants, independent of both Company and unions, with the expertise to satisfy the ERISA duty of prudent action over the decision to hold, buy or sell our ESOP shares.

Why would State Street decide to sell ESOP shares?

State Street monitors all public information and updates its evaluation daily. In late September, State Street determined that it was no longer prudent for the ESOP to hold only Company stock, and began a controlled sale of ESOP shares designed to minimize the impact on UAL's market price. To begin selling, State Street was required to file Form 144 with the SEC authorizing it to sell up to 11 million shares through December 27, 2002. A Form 144 filing provides State Street the authority to sell UAL shares, but does not require it to do so.

The Committee kept the appointment decision quiet initially with the goal of not negatively impacting the market price of UAL stock. The financial press failed to grasp the significance of State Street's SEC filing and the Committee didn't intend to assist them. No one wanted newspaper headlines stating "Majority UAL Shareholder Selling its Stake" at one of the most critical times in the Company's history. This could have been much more detrimental than controlled sales of some stock. If the Company is no longer in danger of going into bankruptcy, admittedly a subjective evaluation, selling will stop and at least some of the shares

may be repurchased.

A subsequent SEC filing by State Street authorizing sale of an additional 11 million shares finally got the media's attention. The ESOP Committee's letter to participants arrived in mailboxes a day later. Now the news is out and we want you to have as much information as possible. We understand that sales of our ESOP stock raise huge emotional issues for every employee who made sacrifices to obtain them. We share that emotional response, but the ESOP Committee's motivation in hiring State Street was to do what we believed best for participants while carefully following the dictates of federal law.

QUESTION: I found regulatory filings disclosing that many members of the Company's Board of Directors are acquiring large blocks of UAL shares. They're getting OUR shares at the bottom price. Next they will take back our governance and enjoy windfall capital gains after extracting concessions from us. How could this happen?

ANSWER: The members of the Board of Directors are receiving their directors' fees in UAL stock in an effort to conserve Company cash. They are not buying our ESOP stock. Directors' fees have not been altered since the decision was made to substitute stock for cash. Receipt of shares by a director requires an SEC filing and that is what you have seen. The governance provisions continue until sunset occurs, and that is not imminent.

QUESTION: Why didn't you ask participants before delegating to State Street Bank the authority to determine whether or not to sell ESOP shares? I would have voted against selling my shares at these levels.

ANSWER: The fiduciaries of the ESOP, in light of the Company's August 14th announcement about a bankruptcy filing, were required to make the analysis of the prudence of continuing to hold all UAL stock in the ESOP. The ESOP does not allow delegation of this responsibility to participants.

QUESTION: Can't you see that this is just a scheme by the Company to separate employees from their ESOP shares?

ANSWER: We disagree. The issue is ERISA law, the financial condition of this Company and the probability of a bankruptcy filing.

Aon is Investment Manager over PDAP's UAL Stock Fund. Aon Fiduciary Counselors was hired by the Company to be Investment Manager for the UAL Stock Funds in all Company 401(k) plans. This was done with ALPA's approval for the PDAP. The Company was responding to ERISA law just as the ESOP Committee did in hiring State Street Bank as Investment Manager over the ESOP. Aon has assumed fiduciary duty over the UAL Stock Fund in all 401(k) plans, including the PDAP.

The UAL Stock Funds are "unitized," meaning each Fund buys UAL stock for its whole participant group and each participant holds "units" of the portfolio. In its Investment Manager role, Aon has been evaluating whether ERISA requires restrictions, or even sales, within the UAL Stock Fund, in order to protect participants. Aon has filed Form 144 with the SEC, as it is required to do by law, stating that it may sell, through December 27, 2002, approximately 11 million shares from the PDAP and other 401(k) plans. A Form 144 filing provides Aon the authority to sell UAL shares, but does not require it to do so. Aon initially suspended purchases of new shares of UAL stock in the UAL Stock Fund. Any new contributions or transfers into the UAL Stock Fund are added to the Fund's cash position. Since October 11, Aon has raised target cash levels twice. As of last week, the Fund's cash position exceeded 20% of the Fund. Thus, you should understand that a dollar invested in the UAL Stock Fund is buying considerably less than a dollar of UAL stock. If you wish to buy Company stock with your PDAP money, we strongly recommend using the Schwab brokerage option.

The Aon appointment is a rational and appropriate response to ERISA law given the realities facing United Airlines today. ALPA's response is to continue working day and night with the union coalition on an effective recovery program.

Fraternally, UAL MEC R & I Committee Barry Wilson, Chairman, Marty Torres, Don Clements

Editor's note: I don't know how many RUPA members are affected by the following threat of litigation regarding the above mentioned trustee sale of ESOP stock, only a few recent arrivals I would guess. Let this letter (published on UAL/ALPA forum) be a warning to those so affected to check their rights. RUPA has no position in this matter and will not act on anyone's behalf.

Dear MEC R&I Committee, I read with interest your explanation for hiring State Street Bank and their subsequent divestiture of our ESOP shares at fire-sale prices in the name of prudence. Gentlemen, I can understand the difficulty that this matter places you under however, one is led to the inescapable conclusion that this decision was made, motivated by a wake-up call from the attorneys that the Committee could be held liable for failing to divest the shares as the common stock plunged from \$100+ dollars to less than \$2. By hiring State Street, the legal theory goes that they, having entered the game at 11:59PM, did not have to deal with any perceived previous inaction to sell the shares while the common stock fell through \$80 - \$50 - \$20 - \$10 - \$5. By entering the game with the stock already down 98%, State Street could sell without being questioned on why they waited so long. You, gentlemen, however, cannot escape this responsibility. You either failed in not acting sooner to sell the shares at higher prices or you failed in hiring State Street to do your bidding in an attempt to evade legal liability. This quote from your November 2 R&I news says it all: "There was significant personal and institutional liability on the Committee and ALPA." The idea of doing this in secret so as to not adversely affect the stock price is a little ludicrous wouldn't you say? After all, the stock had already tanked, and the pro's read the SEC filings. The only people kept from the truth until the deed was done were the thousands of ESOP participants who had worked years to acquire those shares at much higher prices only to have any possible up side wiped out by your decision to attempt to cover your butts. I believe you at least owed them an opportunity for a frank and open discussion of the issues before taking action. By acting in secret, you have violated the democratic principals that the ALPA is based upon and you eliminated any possibility of seeking directions from the very people you, in accepting your committee posts, had chosen to serve. Self-preservation is a powerful motivator and I will not be your judge or jury on what you did but in my opinion, well, never mind, you really don't want to know my opinion. What I will tell you is that I hold you, and all of the others involved, responsible for selling us out and I will participate in any legal remedies available, regardless how lengthy the list of defendants gets, to correct this injustice. I want all of my ESOP shares and I am willing to do my part to see that each and every ESOP participant has their day in court.

I would like this matter thoroughly investigated by an impartial and independent third party and if indicated, the filing of a class action suit on behalf of all the ESOP participants for the purpose of restoring their legitimate ownership interests in UAL.

Fraternally, Captain name deleted

SENTRY LONG TERM CARE INSURANCE

Dear Jock: Thanks for printing my last message about the troubles with the Sentry Insurance policies that ALPA sold us. Unfortunately an incorrect email address was printed for me. It should be Malone-house67@aol.com. Several pilots have reached me by calling my home at 703-361-4286.

Since my last letter, Sentry has notified us of another premium increase which doubles the cost stated in the original contract ten years ago. I have learned that Sentry only signed up a little over 2,000 people in their LTC insurance program before they shut it down and stopped any further sales. A little over 1,600 of these policy holders are pilots and spouses. Many couples have paid Sentry over \$20,000 in premiums.

Since LTC policies are age and health priced it would be very expensive for anyone to replace the policies even if they could do so. Unfortunately, a number of the pilots and spouses have come down with medical problems and cannot replace the insurance at any price.

ALPA promoted these policies as being the best on the market. ALPA has served as the collection agent for Sentry for over a decade, but now when Sentry is moving towards pricing us out of the insurance when it might be needed ALPA is doing virtually nothing to put pressure on Sentry.

I am urging all pilots who have these policies to write Captain Duane Woerth, ALPA President, 1625 Massachusetts Avenue, N.W., Washington, DC 20036 and tell him that we need some help.

I also encourage each pilot to write his state insurance department and complain about what Sentry is doing to us. They have doubled the cost of insurance so far and are threatening to price us out of irreplaceable coverage. It was Sentry that elected to quit selling new policies and put themselves into this actuarial corner. We did nothing but accept their original offer. Regards, *Dave Malone*

UAL MEC Retirement & Insurance Committee

Weekly News for October 26, 2002.

MetLife GVUL Servicing Enhancement

Effective October 28, 2002, all current and former United Airlines pilots who are participating in the MetLife GVUL program will receive policy servicing by Paragon Life Insurance Company, a wholly owned subsidiary of MetLife. A letter explaining this change has been mailed to all participants. Paragon is the largest supplier of GVUL policy servicing and the R&I Committee believes they will be a significant improvement.

The United Airlines pilots' GVUL program is not changing, and MetLife will continue to be the insurance carrier. All of the insurance and investment provisions of the program will remain the same. Each pilot's unique GVUL certificate number is being changed to be compatible with Paragon's eService website. For convenience, the announcement letter will include a label with a new certificate number, which can simply be affixed to your existing certificate. The Customer Service phone number (800-936-0931) will remain the same, and participants will have the option of speaking with a Paragon Customer Service Consultant (M-F, 7 a.m. - 7 p.m. Central Time) or using the automated telephone information system.

Paragon maintains an excellent website at www.metlifegvul.com. It provides insurance and investment information and permits participants to make transactions using an electronic signature. You can change your address, beneficiaries, investment allocation and much more on-line. There is an insurance needs calculator, and prospectuses for all investment funds. Participants will receive a mailing in early November that will contain the initial password needed to access the website.

HMO renewals for 2003

United's average HMO rate increase for next year exceeded 17%, which, although high, is 2% below the industry average according to the Company's health care consultant. The increases are based on higher claim costs and escalating prescription drug costs. Trend analysis shows drug prices rising about 23% and overall medical plan costs rising nearly 20% for 2003. As a result of cost increases and dwindling enrollment, 14 HMOs did not renew their contracts with United in 2003. They elected to cut their losses in certain markets where they expected to encounter high dollar claims without enough membership to cover their costs.

Statistics demonstrate that increasing premiums leads to fewer overall enrollments and a lower percentage of desirable "low risk" participants. In some markets, the HMOs either wanted the ability to raise rates after open enrollment or would not renew if they were not the exclusive provider. United has always opposed both of those scenarios

Fraternally, UAL MEC R & I Committee: Barry Wilson, Marty Torres, Don Clements

A GUESS AT THE FUTURE

As we go to press, there are a multitude of actions and effects yet to be resolved regarding the future of United Airlines. There are many rumors – conspiracy theorists favor the one that the corporate oligarchy wants UAL all but bankrupted so that the greedy unions can be brought to heel and are using the Airline Transport Stabilization Board as a Republican-backed means to do so. Others, even more darkly, think that the corporate-backed Republican administration wants UAL totally bankrupted and taken out of the picture as a means of reducing the over-supply of seats in the airline business. Still others fear that the current sale of ESOP stock portends an offensive against the defensive wall it was intended to be against corporate raiders.

It is the fears of the last group that the writer of the following article misunderstands. Why would pilots (whom she claims don't need the money) wish to sell their ESOP shares at the bottom of the market? They don't – and they weren't asked about it – they want to keep such minimal control as they paid for. The only person she quotes who got that right is Mr. Mackin. The catch 22 is written in the controlling law, which states, "By law, fiduciaries must do what's best for shareholders as investors, not as employees.": A double bind for employees attending their best interests, which may conflict.

I print the following because although relatively few retirees hold ESOP stock, we are all along for the ride in the struggle to see who controls our future, if not of our pensions, perhaps of our medical benefits, and the article gives a brief overview of one aspect of that. Ed

United Workers Want To Keep Stock

Kathleen Pender, The San Francisco Chronicle

One of the biggest lessons employees can learn from Enron, WorldCom and other corporate failures is that it's hazardous to have too much money tied up in their employer's stock. So why are United Airlines employees, who own almost two-thirds of their company's stock, so opposed to having some of their shares sold?

In September, when it looked as if it was headed for bankruptcy, United hired Aon Fiduciary Counselors as an independent fiduciary for company stock held in 401(k) and other benefit plans. These plans owned 12 percent of parent company UAL's common stock on Sept. 30.

At the same time, the employee-management committee that oversees the employee stock ownership plan, which owned 55 percent of UAL stock, hired State Street Bank and Trust as its investment adviser and independent fiduciary for the ESOP. Until then, the company and the ESOP committee were their own fiduciaries. By law, fiduciaries must do what's best for shareholders as investors, not as employees.

United hired Aon because "we thought it was prudent to turn it over to a third party who could act on behalf of shareholders without any possibility of a conflict of interest," UAL spokesman Jeff Green says.

The unions say their members needed professional management. "They fly and maintain aircraft. They're not skilled in the ins and outs of portfolio management," says Elliot Sloane, a spokesman for the United pilots.

Another possible reason: The Department of Labor suggested recently that fiduciaries who violate their duties could be personally liable for retirement-plan losses.

On Sept. 27, State Street said it might sell up to 11 million shares, or 20 percent, of the ESOP's UAL stock over three months. State Street has sold some shares but won't say how many. On the same date, Aon said it was selling up to 10.6 million UAL shares from the retirement plans and prohibited these plans from acquiring more UAL stock. As of Oct. 24, fewer than 1 million shares had been sold.

No United unions or employee groups formally objected when the fiduciaries were hired or when they began selling the stock. Last week, however, the unions representing United pilots and machinists -- who own 46.2 percent and 37.1 percent of the ESOP shares, respectively -- publicly called on State Street and Aon to halt their stock sales. (Nonunion employees own the rest of the ESOP shares.)

On Wednesday, Paul Whiteford, a United captain and [ALPA] union leader, sent a letter to State Street saying, "I hereby request that you reconsider your decision to sell our ESOP stock, that you stop selling our ESOP stock and that you take immediate steps to repurchase every share of UAL stock that you have sold." In a letter to members Thursday, the International Association of Machinists and Aerospace Workers urged members to "help educate" State Street and Aon "about the future of United so that they will reconsider selling UAL stock."

"A lot of people are real upset about the sale," says Robert Briggs, an aircraft maintenance technician at San Francisco International Airport. When the fiduciaries announced the stock sales, UAL was trading at \$2.36 per share and bankruptcy looked like a distinct possibility. The shares sank to \$1.71 on Oct. 18.

In the past few weeks, however, United announced a plan to achieve \$5.8 billion in unspecified labor savings and \$7.7 billion in non-labor savings and revenue enhancements over five years. That improved its chances of getting a \$1.8 billion federal loan guarantee, crucial to United's survival.

On Tuesday, a German government agency agreed to restructure \$500 million in loans coming due this year. Those developments pushed UAL stock to \$4.45 on Wednesday. It closed Friday at \$3.25.

The ESOP was set up to own UAL stock. If the fiduciary decides that's an imprudent investment, it can sell the stock and park the proceeds in cash, but it can't buy other assets. It can repurchase UAL. However, if it sells stock at \$2 per share and buys it back at \$4, it can buy only half as much stock, reducing the ESOP's stake.

The ESOP was formed in July 1994, when the airline was in financial straits. Employees, excluding flight attendants, got 55 percent of the company's stock in exchange for pay and benefit cuts. (Employees hired since mid-2000 aren't part of the ESOP.) *[Nor are those retired before 1994.Ed.]*

Briggs says the cost of the ESOP stock, in terms of lost wages over six years, averaged out to about \$45 per

share. United's stock, which was \$23 per share when the ESOP began, topped \$100 in October 1997. Things went downhill from there because of problems in the airline industry and, according to critics, design flaws in the ESOP [*and, according to yet others, management incompetence. Ed*]. The Sept. 11 attacks sent many airlines into a near-death spiral.

Employees can sell their ESOP shares only when they retire or quit. Over time, the ESOP's stake in UAL will shrink as employees leave and sell their stock. As long as the ESOP owns at least 20 percent of the company, however, it will still have three seats on the board of directors (one each for machinists, pilots and nonunion employees) and certain voting powers.

It's understandable why employees, pilots in particular, would be unhappy about the stock sales. The average pilot owns roughly 2,500 shares. Once worth a quarter-million dollars, they're worth about \$7,000 today. That's not a large investment for a pilot making \$200,000 a year [*the average is \$110,000. Ed*]. In addition to the ESOP, pilots have generous [*!?! Ed.*] retirement benefits including defined benefit and defined contribution plans.

More importantly, the pilots want to "present a consistent message," Morningstar analyst Nicolas Owens says. They're trying to negotiate wage concessions and a federal loan guarantee by painting United as a going concern. If, at the same time, they're selling shares, "it's bad PR. It's like if you had a CEO saying, 'I think the prospects of this company are great,' and you found out he was selling his shares," he says.

"I would not hold UAL," says Owens, who has no stake in or investment banking relationship with UAL. "If the company doesn't go Chapter 11, chances are the price goes up again. Airlines are very volatile stocks. It's a speculative trade," which is probably why hedge fund manager George Soros has bought 3.5 percent of UAL. "It's not a good long-term investment," Owens says.

Jim Corridore, an analyst with Standard & Poor's, says United employees "should be listening to their fiduciaries." "There's still a 75 percent chance" United will file for bankruptcy, he says. "The \$5.8 billion (in labor savings) was announced without saying who agreed to give up what. The pilots agreed to give up \$2.2 billion over five years. The machinists have not yet said" what they're willing to give up. "They're going to be the hardest ones to get in line." Corridore, who has no stock or investment banking relationship with UAL, says employees are making "a common mistake in investing. They look at what stocks used to be worth and make decisions on that, when they should be making decisions based on the prospects of the company."

Chris Mackin, president of Ownership Associates, disagrees. "I think (United workers) should tell their fiduciaries to take a hike. This isn't just about financial return. Share-holding is about power, rights, control and having a say," Mackin says. He admits that employee owners may be at odds with outside shareholders. "That is the paradox with employee ownership," says Mackin, who consulted with the United ESOP in 1995 and 1996.

Corey Rosen, director of the National Center for Employee Ownership, says workers shouldn't worry too much about their ESOP stock unless it's their main retirement savings. In 401(k) plans, however, "company stock should play a small if any role." He says United workers who are mad about their stock being sold "could always go out and buy the stock themselves."

San Francisco Chronicle 11/11/02

Aviation Week - November 18th

To all who work for airlines, who are retired from them, or who are just interested in what's happening in the industry: Read the Nov. 18th issue of *Aviation Week*. The cover story, "International Air Transport - Restructure or Die," is not to be missed. Love it or hate it, the collection of articles amounts to a manifesto for the industry in the 21st century. Among the highlights, Robert Crandall calls for brining back the Airline Mutual Aid Pact.

Enjoy! *-Jim Waters*

Folders and Stuffers Alert!!!!

The January Folding & Stuffing session will be on Thursday January 2nd

RUPA Convention and Cruise Survey

We are planning future activities for RUPA. The members voted for a convention in Washington D.C. for the Fall of 2003. Your Board of Directors would like to know how many members are interested in attending. The Convention is proposed for the first half of November, Tuesday through Saturday. Better hotel rates are available to us in November.

Please take the time to respond to this survey as soon as possible as it is vital for our planning purposes. **This does not constitute a commitment to attend.**

We would also like suggestions regarding venues for future cruises. Please fill out the blanks below where appropriate, and hand it in/ mail it in/ call it in/ or E mail To:

Joe Ferrie, 188 Rochdale St, Auburn, MA 01501 508 832 3063 jferrie@charter.net

Just a reminder: THIS IS A SERVEY, NOT A COMMITMENT

Name: _____

Circle one:

I would / would not attend in November 2003

Probable number of people _____

We plan to stay 4 / 3 / 2 / 1 / night/s

I / we would / would not attend the President's banquet the final night

I / we would attend the convention but would not stay in the hotel

What would you prefer for a future cruise?

Comments: _____

THE CAPTAIN WILLIAM J. ARNOTT SCHOLARSHIP PROGRAM

The United Airlines Historical Foundation, Captain William J. Arnott, Scholarship, honors the memory of Captain William J. Arnott, to recognize his enormous contributions to aviation and United Airlines, and to continue his lifelong commitment to promoting interest in, and knowledge of aviation.

The scholarship program fulfills Captain Arnott's vision to "Preserve the Past, Inspire the Future".

Four scholarships will be awarded each year, in the amount of ONE THOUSAND DOLLARS each, to be awarded to two female students and two male students, who are children or grandchildren of a current employee or retiree or deceased employee or retiree of United Airlines.

Details are available on the United Airlines Historical Foundation web site: <http://www.uahf.org>. Click on the Scholarship Program link.

IN THE MONEY: Delta Pension Woes May Be Only The Beginning

By MICHAEL RAPOPORT, A Dow Jones Newswires Column NEW YORK

If anyone out there still thinks there aren't any real consequences of having an under funded pension plan, Delta Air Lines Inc. (DAL) has just disabused you of that notion. And it may be just the first company to run into serious trouble over a pension-plan shortfall. Delta said Friday that it expects to be out of compliance with a debt covenant on two sets of letters of credit because of a charge of \$700 million to \$800 million it intends to take, largely tied to its pension under funding. That will reduce the company's sharehold-

ers' equity enough to trip a covenant that limits how much debt it can owe in relation to equity. As a result, it's being forced to terminate one of the two agreements and modify the other, in a way that'll cost the company money and place a new restriction on its flexibility. It's complicated, but basically Delta is taking a hit to equity because its pension plan is so under funded - to the tune of \$2.35 billion as of the end of 2001 - that it can't avoid doing so.

Lots of other big companies are in the same boat, with dramatically under funded pension plans that have worsened with the market's slide. And it's certainly possible that some of those companies also have debt covenants at levels that would place them in danger if a pension-related charge slashes their equity.

"This is something people are concerned about," said Robert Willens, an accounting expert at Lehman Brothers. Under accounting standards, companies like Delta run into trouble when their pension plans are so under funded that the plan doesn't have enough assets to meet its total obligations even measured at current salary levels - much less at projected future salary levels, the way they're commonly measured, which presumably would be higher. That forces the company to add a liability to its balance sheet, which decreases its shareholders' equity, or assets minus liabilities.

Jim Whitehurst, Delta's senior vice president and treasurer, said Delta was actually over funded with regard to its obligations at current salary levels in 2001 - the \$2.35 billion under funding relates to projected obligations at future salary levels. But the company's position eroded this year as the market's falloff eroded pension-plan assets and lower interest rates raised the present value of plan obligations, he said. As part of escaping from its covenant problem, Delta has to buy back a series of notes tied to its letters of credit - something that'll cost the company an estimated \$340 million - and maintain a cash position of at least \$1 billion at the end of each month. But Delta still has total cash and available credit of about \$2.3 billion even after the buyback, and Whitehurst said the company was "comfortable with that cushion." He also noted that the company is now freed from restrictions on how much secured debt it can issue.

Still, it's not a situation any company would desire - and more companies may be running into it soon. According to a Standard & Poor's survey of 624 pension plans that the ratings agency discussed earlier this week, the plans' average funding ratio - plan assets divided by projected benefit obligations, both of which are found in a company's annual report - fell to 94% as of June 30 from 100% at the end of last year. In other words, the average plan is under funded - for every dollar of projected obligations incurred by the pension plans, they had only 94 cents worth of assets. And given the market slump over the past few months, S&P says it's probably gotten worse since then. That raises the possibility of more companies taking charges tied to pension under funding. And it wouldn't be surprising if some of these same companies also had debt covenants with levels that would be tripped by such a charge. After all, beyond what's going on in the market, a company can end up with pension under funding just through general financial difficulties - and it's just those types of companies that may need to borrow money and have stringent covenants on their borrowings. In fact, the S&P report contained a warning that sounds prescient now: It said that some companies would need to record big pension-related charges to equity, "which could trigger financial covenant violations at a time when obtaining financing could be difficult."

Scott Sprinzen, an S&P credit analyst, said "there are several other cases where this could occur," although he didn't think it would be widespread. He couldn't comment on specifics because the S&P analysis was done with confidential information furnished by the companies. It's difficult to determine just which companies might be at risk for this sort of thing, though. In part, that's because the calculation of whether a company has to take a pension-related charge that would hurt equity relies on figures that aren't public. In part, it's because information on companies' debt covenants - their levels and exactly what goes into calculating them - is notoriously difficult to sleuth out.

One obvious place to look for possibilities, though, is among other companies with big pension-plan under funding. In that light, it's interesting to note that two other airline companies have dramatically under funded pension plans: AMR Corp. (AMR), American Airlines' parent, whose plan was under funded by \$1.94 billion as of the end of 2001, and UAL Corp. (UAL), United Airlines' parent, which was under-funded by \$2.52 billion. It wasn't clear whether either company would have to take a charge tied to its under funding, or whether either company has debt covenants that would be tripped by a charge. But certainly

the airline sector has been under financial siege in recent months, and both companies have billions of dollars in debt that may have covenants attached.

Andrea Rader, an AMR spokeswoman, said AMR is "in better shape than most other airlines" with regard to the funding of its pension plan; the company has contributed \$246 million to its plan so far this year and continues to contribute, she said. A UAL spokesman couldn't be reached for comment. If nothing else, all this shows that pension under funding isn't just an academic issue that only accounting wonks should be concerned about. It has real impact. And you never know who's going to be next.

Michael Rapoport, Dow Jones Newswires; 201-938-5876; michael.rapoport@dowjones.com

INTEREST-RATE CUT PUTS DAMPER ON MANY SENIORS' RETIREMENT PLANS

For every silver lining, there's a dark cloud. Just ask Thomas Pate.

Before the Federal Reserve began cutting interest rates, Pate and his wife of nearly 50 years went on more than a dozen cruises, paid for, in large part, with interest income they earned from the certificates of deposit that make up their principal retirement savings.

But that was then. These days, while millions of Americans cheer the government's sustained bout of interest-rate cutting, the 68-year-old Pate and his wife, Tranquilla, have cut out the cruises and are focused instead on taking care of the simple necessities of life. It's been a couple years since they sailed off for fun. The Pates are typical of many older Americans who have seen their interest incomes diminished by the government's effort to jump-start the economy by cutting rates a dozen times since January 2001. Rates on CDs and money-market accounts--the "safe" investments in which retirees often are encouraged to put their money--have dropped so low that many seniors have seen a big decrease in the income they count on to pay their living expenses.

For most Americans, the rate cuts have been wonderful news. Lower interest rates have allowed them to refinance their mortgages, freeing up hundreds of dollars per month. Lower rates also have made it easier for consumers to buy new cars, new houses and big-ticket items such as home appliances. And while they haven't fueled much new corporate spending yet, the low rates have allowed many cash-strapped companies to save million of dollars by refinancing expensive old debt.

But in the realm of economic policy, notes Marquette University associate economics professor James McGibany; it's inevitable that "some groups are going to gain at the expense of others."

Pate isn't singing the praises of cheap money. "I'm fortunate that I have insurance that covers my medical for my wife and me," says the South Sider, who retired in 1993 after 32 years with the Chicago Police Department. He says the much lower interest income from his savings is "kind of depressing. But you make the best of it. You don't allow anything to leave you depressed." His police pension is a help, Pate says, but "you don't fly to France every other weekend" on a cop's retirement benefit.

Since the Fed first launched its latest round of rate cuts in early 2001, the average yield on a one-year certificate of deposit has plummeted to just 1.68 percent from well over 5 percent. During that same period the rate on a money-market account has slipped by just over half, to a skimpy 0.95 percent from just over 2 percent. In other words, the Fed's strong medicine for the economy is having unavoidable side effects on many seniors.

Even as their incomes drop, the rising cost of health care and prescription drugs --key outlays for many elderly--are rising at double-digit rates, putting an ever-tighter squeeze on their budgets. "They're getting squeezed by higher bills and lower income," says Marquette's McGibany. As a result, some retirees, who already budget more tightly than the general population, are finding it necessary to rejoin the workforce.

"We've heard a lot from our members on this issue," says David Certner, director of federal affairs for the AARP, the large national lobbying group for older Americans. "They're concerned about the impact of this lower rate on their income." Some retirees have asked the national senior citizens' group to petition Fed Chairman Alan Greenspan to raise rates.

With such a rapid reduction in interest rates, some seniors don't completely understand why their incomes have dropped so drastically, says Tiff Worley, president of Auriton Solutions, a consumer credit counseling agency.

"From their perspective, it's the banks that they deal with that are dropping the rates," says Worley, whose elderly clientele has doubled in the last two years, to about 240 seniors a month.

Many seniors have opted not to invest their funds in the volatile stock market to avoid losing their savings. That turned out to be a good call, as the market sank and many investors lost good chunks of their investment principal.

But the significantly lower interest rates have forced some seniors to find new other means to supplement their income.

After losing \$41,000 in the stock market in late 2000, Chuck Werle decided to move his money into a money market account. He hoped that the interest would help support him through retirement. But now he's starting a public relations counseling firm to increase his income, due in part to the persistent lowering of rates. "What can I do? I literally felt helpless," says Werle, 66, who retired from Chicago to Asheville, N.C., in December 2000. "I hope the government will find some way to make some adjustments so that senior citizens aren't the victims."

Such are the consequences of playing it safe, experts note. In exchange for a guarantee of not losing any principle, investors must put up with lower returns, says Marc J. Lane, a Chicago lawyer and investment planner. "You're trading one risk for another," he says.

Chicago Tribune - November 12, 2002

Pneumococcal Disease: A Serious Medical Illness

Pneumococcal disease is a serious infection caused by a bacteria called *Streptococcus pneumoniae*, or pneumococcus. The pneumococcus can cause the following types of infection: Sinusitis, middle ear infections, meningitis, pneumonia, bacteremia, pericarditis, peritonitis, arthritis

Each year in the United States about 500,000 cases of pneumococcal pneumonia occur (as many as 30-50% of all adult pneumonias). About 40,000 people die annually of pneumococcal infections. Pneumococcal infection is also common in infants and toddlers under the age of 2 years. The most common type of pneumococcal infection is pneumonia, which is an infection of one or more lobes of the lung.

Pneumococcal meningitis is an extremely serious infection, affecting the lining of the brain. Serious side effects such as paralysis, blindness, deafness, and death can occur as a result of this infection.

When the pneumococcus invades the bloodstream, an infection called "bacteremia" results. In persons over the age of 65 years, up to 30% of those infected die as a result of the infection, even when the patient is treated with antibiotics.

What Are The Symptoms? The most common symptoms of pneumococcal pneumonia are sudden shaking chills, cough, and fever. These symptoms are accompanied by chest congestion, greenish, yellowish, or blood-tinged "rusty" sputum, and a headache. Breathing may be rapid and painful with sharp chest pain. About 20-30% of patients with pneumococcal pneumonia will develop pneumococcal bacteremia. In turn, this can result in extremely serious complications such as meningitis, pericarditis (infection of the lining of the heart), peritonitis (infection of the lining of the abdomen), arthritis (infection of one or more joints), or death.

How is Pneumococcal Infection Diagnosed? Pneumococcal pneumonia should always be suspected in a patient with a fever, cough productive of greenish, yellowish, or rusty sputum, chills, and pain in the chest with breathing. The disease is usually diagnosed by culturing pneumococcus from sputum or blood, in combination with a chest x-ray showing pneumonia.

Pneumococcal meningitis is suspected in any patient with stiff neck, fever, mental confusion and disorientation, and photophobia (avoidance of looking at light due to pain). The diagnosis is confirmed by performing a lumbar puncture (spinal tap) and culturing the bacteria. Pneumococcal bacteremia is suspected in any patient who has high fever with or without pneumonia, meningitis, pericarditis, peritonitis, or arthritis and fever. The diagnosis is made by culturing the blood for the bacteria.

The Types of Pneumococcus: There are over 80 different subtypes of the pneumococcal bacteria. The subtypes are identified by the different types of capsule surrounding the bacteria. It is this capsular material which stimulates the formation of protective antibodies in humans. The current pneumococcal vaccine is composed of 23 of these pneumococcal subtypes. These subtypes were chosen for the vaccine because they

cause at least 85% of all the serious pneumococcal infections in humans.

Protecting Yourself With Vaccine: The best method of protecting yourself against pneumococcal disease is by receiving pneumococcal vaccine. The vaccine is given with a half-inch to one inch needle. An amount of 0.5 milliliters (1/10th of a teaspoon) of vaccine is administered in the upper arm muscle.

Who Should Get The Pneumococcal Vaccine? The Advisory Committee on Immunization Practices (ACIP) is the official committee charged with making vaccine recommendations in the United States. The ACIP recommends that the following persons two years of age and older be vaccinated with pneumococcal vaccine: Persons age 65 years and older, Persons with chronic heart, lung, or liver disease, Persons with diabetes, Persons with immunologic disorders or who are immunocompromised (cancer patients, persons with HIV infection, organ transplants, and those receiving steroids, chemotherapy, or radiation therapy) Persons who have had their spleen removed or have dysfunction of the spleen due to sickle cell anemia, Persons who have a leakage of spinal fluid, or nephrotic syndrome (a chronic kidney condition that causes loss of protein through the urine) Persons with organ or bone marrow transplants, Persons with chronic kidney failure

The ACIP has recently identified certain persons two years of age and older who should receive a second dose of pneumococcal vaccine if 5 or more years have elapsed (3 or more years in the case of persons age 10 years or less) since their first does of vaccine:

Persons with organ or bone marrow transplants

Persons who have had their spleen removed, or whose spleen is damaged (such as from sickle cell anemia)

Persons who were less than age 65 years at the time of their first dose of vaccine

Persons with immunologic disorders or who are immunocompromised (cancer patients, persons with HIV infection, organ transplants, and those receiving steroids, chemotherapy, or radiation therapy)

Other than these exceptions, there is currently no routine indication for a second dose of pneumococcal vaccine.

How Does The Vaccine Work?

The pneumococcal vaccine is made up of the capsules or cell walls of 23 different types of the pneumococcal bacterium. The vaccine does not contain any live bacteria, just a non-infectious piece (cell capsule) of the bacteria. The vaccine is purified and then extensively and rigorously tested for purity, safety, and its ability to stimulate antibody production in humans.

No vaccine is 100% protective, and pneumococcal vaccine is no exception. The older and more frail someone is, or the more immunocompromised, the lower the ability of their body to make protective antibodies to the pneumococcal vaccine. It takes about two weeks after receiving the vaccine to develop immunity.

Who Should Not Receive Pneumococcal Vaccine? There are very few reasons why someone cannot receive the pneumococcal vaccine. Major reasons include: A previous serious reaction to pneumococcal vaccine (very rare), Persons less than age 2 years.

How Safe Is The Pneumococcal Vaccine? The pneumococcal vaccine is a very safe vaccine.

The most common side effect is temporary swelling, redness or pain in the arm in which the vaccine is received. This occurs in up to 50% of recipients, is generally mild, doesn't interfere with usual activities, and resolves in 6-48 hours. This side effect may be more common after revaccination.

Treating Pneumococcal Infections: Once pneumococcal infections have been suspected or confirmed, antibiotic therapy is promptly started. Penicillin G is still the drug of choice for susceptible strains, but cephalosporin drugs are often used, especially until the diagnosis is confirmed. Other drugs, such as vancomycin, may be needed for resistant strains. Unfortunately, sometimes the diagnosis is delayed or the patient does not seek medical care until the infection is advanced or has caused serious damage. In such cases, hospitalization and intravenous antibiotics are required.

New Concerns: Antibiotic Resistance: A major concern of physicians and scientists is that the pneumococcus bacteria is developing resistance to the antibiotics usually used to kill it. These penicillin-resistant drug strains are rapidly increasing in number and spreading across the US and the world. The current rate of penicillin resistance across the US varies, but in some areas may be as high as 35% of isolates. When this happens, only very expensive antibiotics, often with much more risk of side effects, can be used.

New Research Directions: Scientists are actively looking for ways to make better vaccines that might offer

higher levels of protection, particularly among elderly, frail persons, and for children under the age of 2 years. The most promising development, already being tested, are "protein-conjugated" vaccines where the cell capsule is linked with a piece of protein that stimulates higher levels of antibody and also stimulates long-lasting "immune memory." It is likely that this type of vaccine will also be used in children under the age of two at high risk of pneumococcal disease, who are not old enough to respond to the current vaccine. For More Information: <http://www.cdc.gov>. Reference: Centers for Disease Control and Prevention. Prevention and control of influenza: recommendations of the Advisory Committee on Immunization Practices (ACIP). MMWR 1997; 46 (No. RR-9).

DENVER JEPPESEN DISPLAY DOWNGRADED

Dear Jock: While in Denver this past week I felt disappointment and defeat in finding the Jeppesen display downgraded. One or two of the displays have been removed. A number of pilots were instrumental in getting the Denver terminal named after Jepp. Somehow I personally felt included in that display. He was a great man who quietly developed a product that has contributed enormously to the safety of aviation worldwide.

The display is also about a man who brought unique value to the aviation world. I wondered, as I walked through the terminal, whether people working in the terminal knew about the Jeppesen display and what it stood for, or even if they were aware that the terminal is named after Jepp. It didn't take long to learn what I expected.

It seems to me that a new effort should be made to not only restore the Jeppesen display in its quiet setting away from the actions of people going and coming, but also to increase public awareness that the Denver International Terminal is named, the Jeppesen Terminal.

I've called the Jeppesen Sanderson Company searching for a name or committee responsible for the display. Haven't heard yet, but something needs to be done, and quickly, before the display cases and sixteen-foot statue are moved to the basement. *Mike Carmichael*

Your concern seems warranted, Mike. Since little that requires funding is likely to be done by Jeppesen Sanderson Co. in the middle of a depression, this seems like a case for the Denver Chamber of Commerce. Perhaps the UA Historical Foundation might be interested in forming an ad hoc committee with you to investigate courses of action for the business group to pursue. Ed.

Listen Up!!!! Chapter III

You guys are definitely improving, as I received many more updates of your information which will be printed in the 2003 RUPA Directory. I appreciate the efforts of everyone who took the time to send in the corrections to the database.

However, I am still getting **HANDWRITTEN** letters with an email address included. **IF YOU HAVE AN EMAIL ADDRESS, YOU CAN SIMPLY SEND ME YOUR LETTER VIA EMAIL.** Even Ed Nibur, who just celebrated his 93rd birthday, sent his letter via email. If Ed can do it, you certainly can.

You don't have to worry about the formatting or what font or size of font to use. Just get the information to me and I will take care of the rest, and I will reply that your letter was received

Now is the time to order your 2003 Companion Passes

You should have received a letter from United about ordering your 2003 Companion Passes. All you have to do is call (1-888-725-5463) and follow the directions. You'll be asked to enter your file number followed by the # sign, the last 4 numbers of your Social Security number followed by the # sign, and then select 3 and just follow the direction given. I ordered mine via the internet. Just E-mail Stephanie@datamark.ca indicate you are a United Airlines retiree, include your name, file number, home address, phone number and/or e-mail address, she will email you back saying your request was received. Cheers, *Cleve*

LETTERS

JOHN D. BAER— 1568 Vista Grande Ln, Arroyo Grande, CA 93420 805-489-9418

Jbaer@s1onet.org

Hello Cleve and Jock, It's been 11 years since the "experimental" bone marrow transplant and I'm still around. My doc said recently that I should now plan on dying of something other than Hodgkin's. That's probably good news.

Three big trips this summer: Alaska's Kenai Peninsula for kings and silvers, Manitoba for northern pike and an exciting rafting adventure down the middle fork of the Salmon River in Idaho. Yes, the fly rods got a good workout.

The Cessna 180 finally has an autopilot. It may sound incongruous for a grass-strip tail-dragger to be sporting such fancy electronics, but single-engine single-pilot IFR in California without help in keeping the wings level just got to be too much. With our small farm half way between Los Angeles and San Francisco we do get a lot of overnight visitors. We love the company and they love the peace and quiet of the country. Becky and I grow most all our own fruit and veggies and I still do most of the cooking.

How sad to watch our once invincible airline come to the state it is today. Who would have believed it 30 years ago? But no one back then ever imagined that other strong and healthy airlines such as Pan Am, TWA, Western, PSA, Braniff, Eastern, Allegheny, Ozark, etc. wouldn't be around today. It's been enjoyable keeping up friendships with many of the retired UAL gang such as Joe Sullivan, Walt Tyler, Dick Frye, Sandy Bredin, Karl Fechner, Eric Miller, Dick Ekholm to name a few. We surely do have a bunch of nice people in the UAL family, don't we?! *John*

VERN BALDESHWILER—6603 Foxglove Dr, Cheyenne, WY 82009

Enclosed find \$50 for postage and a little more for the general fund. Having a pretty severe drought here in Wyoming and my weeds are crying for moisture. Have a lot of landscaping left to do around my new house, but it has been on hold for a while because I had a right shoulder rotator cuff surgery, and taking some time to get back to nor-

mal. And of course, I'm right handed. I'm wishing Good luck for United in these troubled times. Thanks again for all the time and effort by the newsletter staff.

JACK N. BAUGHMAN—196 Sand Hill Cir, Menlo Park, CA 94025 "56 – "91

Cleve, right on time with the postage. We're in the process of moving back east. No email address yet, but we'll be at 1200 Gulf Blvd. #1603, Clearwater, FL 33767. *Jack & Beverly*

GEORGE F. BENKENDORF—6190 S. Kilimanjaro Dr, Evergreen, CO 80439 georgebenken-dorf@aol.com

Well, I'm sort of close to my birthday, which is tomorrow, Nov. 21st. Hard to believe I'm retired 10 years as of today. We have a worthy and able replacement for Dick Wagner in the Denver Good Ole Boys in Ted Wilkinson. He captivated us with tales of banana bushes (not trees) and other good stuff from the RUPA cruise. Keep the good stuff coming.

Thanks to all for your efforts. *George*

PAUL W. BENZ—2603 Creekside Ln, Anacortes, WA 98221 pbenz@attbi.com

Hi Cleve: In response to your "Listen UP" here's my update:

Thanks for all the work you've done down through the years to keep this RUPA going! All's well here in the Pac NW; still fighting prostate cancer but am doing OK. Now on hormone therapy which is keeping me alive until I die of something else.

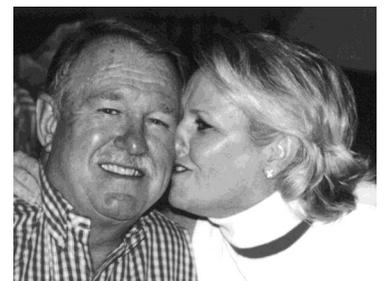
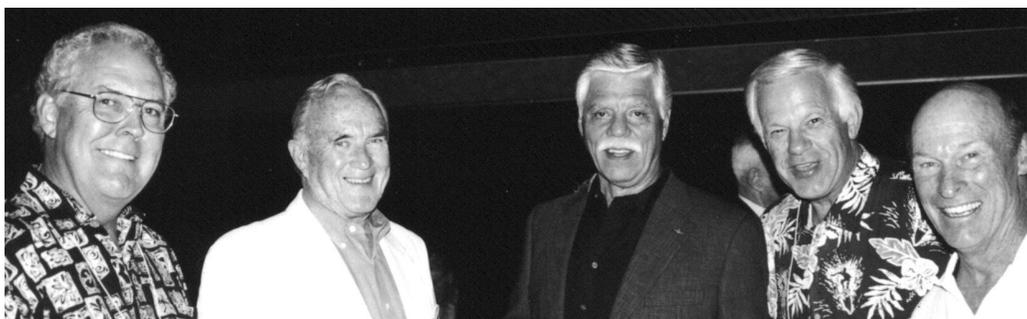
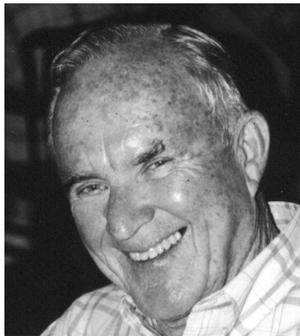
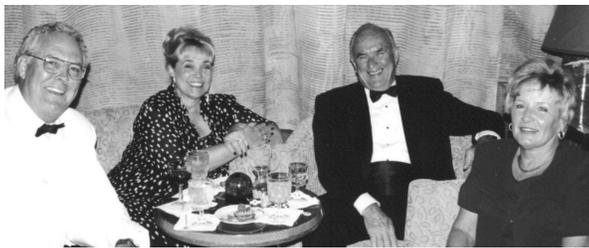
Always happy to see the *RUPANEWS* in my mailbox. Glad to be retired and hope someone will keep those retirement checks coming. Who's got time to look for a new paying job? Best regards, *Paul*

JOHN W. BIEGER—732 Coquina Ct, Boca Raton, FL 33432

Late again, but for reason of my wellness report. Diagnosed with prostate cancer in June. Declared cancer free in October. I can't believe this myself, but have received 40 sessions of radiation in the interim at Lynn Regional Cancer Center, 800 Meadows Rd., Boca Raton, FL 33486, ph 561-391-4111. They use Intensity-Modulated Radiation Therapy with a Varian 21 EX accelerator with a

Happy Panama Canal Cruisers





multi-leaf collimator for "unsurpassed treatment accuracy". My confirming diagnosis is Dec 3rd. At the moment I am said to be too "burned out" for analysis. No pain, just imperative access to a bathroom. Oh, there are supplemental hormonal shots. That's my big news. Regards, *John*

MURIEL BIERMANN—28962 11th Place S., Federal Way, WA 98003

Dear friends at *RUPANEWS* – Thank you for including the article about my husband, Lee Biermann, in your paper. Lee loved reading the *RUPANEWS* and always read it from cover to cover. I also enjoy reading all the news though not as thoroughly as Lee did.

Since November is (was) Lee's birthday month, he would want me to include a check for postage.

With thanks & prayers, *Muriel*

PHILIP BIERSCHENK—5202 S. Jellison St, Littleton, CO 80123 720-981-2594
philip3rd@juno.com

Dear Cleve, Enclosed is a check for dues and mailing. It's been a sad year, as my loving wife, Theresa, passed away from lung cancer (smoking) on October 8th. We were married 41 years. I've bought a townhouse in Littleton, CO and my new address is above. Best regards, *Al*

TED BOERSTLER—15 Lynn Rd, Cherry Hills Village, CO 80110

Hello Cleve, One more birthday, #84 – WOW! One more chance to say "Merry Xmas) – and best of all – another chance to wish all of you the very best of everything.

As for what is left of the "Ol Gang of Mine" the best holiday ever and as always "may the wind be always at your back." *Ol Ted*

WALT BOHL, 18887 Persimmon, Fountain Valley, CA 92708 714-968-6359 EWR LAX ORD LAX SF0 LAX 55-94

Dear Cleve, Eight years of retirement has really been enjoyed by both of us. Wife Marnie, a UAL flight attendant for 35 years, retired at the end of August. I am still writing and treasurer of the American Aviation Historical Society. I just completed a United Airlines display at the Western Aviation History Museum on the Hawthorne Airport (California).

This year's travels included two auto trips to Oregon. The first one was up the 49's gold towns, Reno and Crater Lake National Park. Trip two was up the coast highway to Astoria, Oregon returning via the valley route. We visited three aircraft museums. They were located in Eugene, Tillamook and McMinnville Oregon. The latter two were first class. The Spruce Goose is now fully assembled at the McMinnville Museum. We also toured the Oregon Caves National Park, rode the Skunk Train out of Fort Bragg, CA and a boat trip up the Rogue River from Gold Beach, Oregon. It sure was nice not having the hassle of space available and security checks.

Thanks to all who put out the *RUPANEWS*. Enclosed is a check for \$25.00 postage, on time this year. *Walt*

BILL BRASHEAR—P.O. Box 1747, Dawsonville GA 30534, wcbjr@syclone.net

Hi Cleve, the check is in the mail and early for a change. I would like to thank you and all who help in running RUPA and publishing the *RUPANEWS*. That is the only way many of us have of keeping up with what's happening to us "geezers".

I want to especially thank Jock for his response to Ed Carroll's letter. I know this organization has maintained a non controversial policy however I would like to make a few comments about Ed's letter and your response, hopefully without starting a never ending dialog.

Ed's closing statement "It took a strong, viable company to enjoy the careers we had and the benefits we have today." Is only partially true. The benefits we have enjoyed were not attained through the generosity of the Company but the dedication and sacrifices of the many who represented the group through ALPA. The benefits and salaries attained have been enjoyed by all pilots, including those within management.

References to "85" clearly avoided the main issue by not including Mr. Ferris's ouster with Frank Lorenzo's as just repayment for "incompetent management". Having been the Negotiating Chairman for that event I can tell you the Association did everything within its power, short of accepting Mr. Ferris's unreasonable proposal to completely alter our profession, to avoid the strike. The events of 1985 should be remembered not only for the integrity of the 94% who risked their futures for what

was right but also for the arrogant egotistical management style that created the situation.

My references to management refer only to "upper management" as the middle or lower management personnel have been unable or unwilling to influence the direction of this Corporation.

This is not to say that ALPA is without fault. Management is management and the leaders of the Association are also managers. The Association managers have made some major errors in the past and are likely to in the future, no system is perfect.

However the majority of the Association's actions are in response or reactions to corporate policy or direction.

The review of history is necessary to hopefully prevent making the same mistakes again. Throwing stones will never resolve differences. The management of both sides must deal with the problems of today with the resources available remembering past mistakes. United has always had the potential to be the greatest Company on the planet but has consistently fallen short because of the inability of management to recognize the quality of the employees. Hopefully some day this will change and many problems will be resolved through honest straightforward mutual efforts before they become major issues. I guess I will always be an eternal optimist.

NEIL L. BRETTHAUER 1167 S. Hidden Brook Trail Palatine, IL 60067

847-202-8263 aironaut777@cs.com

Dear Jock, Hope this epistle finds you well. This year has sped rapidly by, and it's time again for the of RUPA check to wing its way west.

Retirement continues to be most enjoyable. In fact, given the state of the corporation and what I hear of morale and myriad other problems at UAL, how could one not be glad to be out of there? It seems a shame that after so many years of loyal service, holding up our end of the bargain, so many of us now see our promised pensions and benefits threatened.

I'm still having lots of fun boating on Lake Michigan during the summer, and loafing around Marco Island during the winter. I enjoy seeing old friends and making new acquaintances at the monthly RUPA luncheons with the Southwest Florida gang in Fort Myers as well as with the folks at the Chicago area get-togethers.

Vicki continues with DHL Airways. She was named interim CEO upon Joe O'Gorman's untimely death. She puts in long hours, and with the help of a great supporting staff and DHL's dedicated employees, things there are operating well.

Son Eric is Chief Pilot for Atlantic Coast Airline's CVG domicile. This makes the Old Man real proud. Steve, my youngest, is working with a small software development company in Indianapolis. He's been there just over a year, as he got tired of being a road warrior for Accenture. (At least one in the family has had the smarts to stay out of the airline business!)

The "RUPANEWS" is still the best reading material that comes through the door. I appreciate all the work that is put into it. Thanks to all involved, and congratulations, too, on our first-class Website.

Regards, *Neil* DTW, SFO, EWR, CLE, ORD '67-'00

ERLE R. BRITTON—7755 E Laguna Azul, #173, Mesa, AZ 85208 LGA-DEN 1948-1984

Gentlemen—It is that time of year again; -another birthday! 78 this year and still upright! A few things that let me know that this old body is subject to problems. Melanoma on my nose in April, and walking pneumonia in July. Outcome on both was satisfactory.

Many good things during the year, Alaska with six family and relatives. Flew to Fairbanks, train thru Denali (with full day tour through the Park) to Anchorage, cruised Holland America home. This is such a beautiful trip, and we were blessed with perfect weather. The summer on Flathead Lake (NW Montana) was very nice, as usual. For our age, Neva and I enjoyed reasonably good health. We play a lot of golf year around. Our square dancing has slowed down a bit because of knee problems. Neva still bowls near the top of her league. In competitive trap shooting, I participated in the Spring Grand, and 4 State shoots this year with mixed results.

I am sure I am joined by all of you in hoping that UAL gets its act together and pulls itself out of its financial problems. I see in today's paper that that ALPA has agreed in principal to a very large concession in wages over the next few years. Let's hope the other unions follow.

Great weather here! The sky is blue, and the grass is green on the golf course, and the mercury is well

up the tube in the thermometer!!
Enclosed is my annual stipend for the treasurer.
My SINCERE thanks to all the crew there in the
Bay Area for your continued efforts producing the
RUPANEWS for all of us "loafers" around the
world!! It is REALLY appreciated.
Sincerely, *Eric & Neva*

CHESTER M. CASSEL—3615 Glenbrook Rd,
Fairfax, VA 22031
Enjoy reading the *RUPANEWS*. You all do a terri-
fic job getting it put together.
For myself, I'm in good health. I just admit that
chores are done at a much slower pace, but I have
plenty of time to accomplish said chores.
My travels have consisted of short 2-3 day trips,
mostly to PA where my brother is battling Alz-
heimer's. Hope to get back in the swing of things
in the coming year. *Chet*

JIM CHILTON—1635 SW Miller Creek Rd, Se-
attle, WA. 98166
My 14th year of retirement and its been a busy one,
or maybe it just takes less to keep me busy. I'm still
a docent-educator at the Seattle Museum of Flight
and the excitement there is that construction is well
under way on our new "Hall of Courage" that will
house the Champlin collection of WWI and WWII
fighters when it is completed in 2004.
We are also nearing completion of a new Aviation
Learning Center where we will teach weather,
flight planning, walk around inspection of a real
airplane and flight simulators so the middle school
students can actually fly their flight plan. Last year
we taught over 100,000 young students in our in
house and outreach programs.
I have just completed my third and final very inter-
esting year as a trustee on the board of the Seattle
Yacht Club. We are the sponsoring yacht club for
"ONE WORLD CHALLENGE" that is currently
competing against eight other maxi sailboats on the
Haraki Gulf in New Zealand for the right to chal-
lenge New Zealand for the Americas Cup next Feb-
ruary.
"ONE WORLD CHALLENGE" is funded by Craig
McCaw and Paul Allen and is currently undefeated
and has a good chance of winning and bringing the
Cup back to Seattle.
Tess and I celebrated our 49th wedding anniversary
this year, our children are prospering and our

grandchildren are growing up, so we have much to
be thankful for.
Needless to say, I am very concerned about our
great company, United, and our great country, The
United States. We must take the fight to our ene-
mies and not wait for them to attack us again.
Thanks to all for the *RUPANEWS*. *Jim*

HERB CREES—1108 SW Erica Dr, Grants Pass,
OR 97526
Enclosed please find annual postage fee for the *RU-
PANEWS*. We appreciate all your efforts and enjoy
each and every issue.
Oregon has been quite a hotspot this year with all
the forest fires. We were sort of in between the two
largest fires, and received only smoke. So sad to
see what happened to our beautiful forests.
Other than a few aches and pains from advancing
age, we have been fine this year.
We're sorry to see our service change to Medford,
OR, however the destination changes should help.
Keep up the good work and thanks for all the *RU-
PANEWS*.
Best Holiday wishes to everyone. *Herb & Mary*

LOU & PEGGY DA HARB—2733 Lake Park
Way, Longmont, CO 80503
Dear Cleve, Once again thanks to all who are so
faithful in getting the *RUPANEWS* out!
We had a new grand baby in June, and I lost both
of my parents in July. Life goes on but it is a sig-
nificant change. We are blessed with good health
and family.
Hope everyone can come to their senses and see
UAL thru this difficult time. What a great com-
pany and people to work with.
Our best to you, the RUPA staff, and all the retir-
ees. *Lou & Peggy*

NORMAN J. DE BACK—15 Saddle Lane,
Novato, CA 94947 tolipf16@aol.com
Dear Cleve, Jock, folders and stuffers. Thanks for
all the work you do keeping us informed of what is
passing down the trail. I don't seem any older to
me, I just move more slowly. This past year has
been a very good one for my family. Our son Mi-
chael and wife Maureen had a daughter, Sarah
Jane. Chase, our daughter's first child will arrive in
2 to 3 weeks. Pat and I went to Kona for a vacation
last spring. We traveled on real tickets. The flights

were full both ways. Last April, I traveled to Winter Haven, FL, for my Air Force pilot training reunion, class 55-B. Saw a lot of friends that are happily retired and doing things they want to do. One of my classmates from Laredo AFB, TX was a pilot named Jim Wahleithner. Our Air Force careers had crossed many times. Jim had stayed active duty and full time reserve until he retired in 1990. Some of you may have known Jim and worked with him as he was the commander of the 349th Military Airlift Wing, Travis AFB, CA and commander of Tenth Air Force, Bergstrom AFB, TX. While having breakfast one morning at the reunion, Jim told me that he was still flying and enjoyed it very much. Three months later, Jim was killed in an aircraft accident near Arcata airport. As I said at his funeral service, Jim you will be missed. Checks in the mail. *Norm*

ROBERT M. (BOB) DORSEY—7232 Bayshore Dr, Milton, FL 32583

Note the new address for us which will be effective when we close on the house on November 29.

Carol and I have sold our Charleston home and will make the move to Milton near Pensacola. At the moment we are up to our eyeballs in packing material and boxes and will be glad when the move is complete. You Navy guys may remember NAS Whiting Field near Milton. It is still there and still pushing the world's finest aviators through the pipeline. They will soon transition to the new AT-6, Texan 2 aircraft.

SIX CHIX



We finally had a chance to take our anniversary trip to Hong Kong which was delayed last year by the 9-11 terrorists attack on our country. We left Charleston and flew to SFO by way of IAD and stayed over night. Departed the following day to HKG via NRT. United treated us *very well*, with first class seats over and back across the Pacific. Those 747-400 seats sure are comfortable on these long flights. Hong Kong has come a LONG way since my first visit in 1963 aboard the USS Yorktown, courtesy of Uncle Sam. The new airport is Fabulous with high speed trains in to town connecting with one of the finest transportation systems anywhere. Subways, busses, trams, and ferries all use a debit card which can be replenished at any train station. All are very clean and comfortable and air conditioned. Visited some of our favorite restaurants we loved while living there in the mid 60's and 70's courtesy of Pan Am.

Thanks to all who put the RUPA journal together. Sure enjoy reading about everyone's retirement fun times. *Bob*

WILLIAM M. DUTTON—7760 E. Montebello, Scottsdale, AZ 85250 vjobill@ix.netcom.com

Dear Cleve, I just got the latest issue of the *RUPANEWS* and noticed the mailing label said I expired on 10/23/02. I am still alive and well and enjoying the great *RUPANEWS* you guys put together each month. Enclosed is my check for postage to get me paid up to 10/2003. I was thinking of sending you two years postage so I would be early for

BY RINA PICCOLO

next year, but I don't even buy green bananas anymore. I hope you received my email with my alternate home address as I am spending about half my time in Ireland and look forward to getting my copy of the *RUPANEWS*. [Got it]

Thanks to all the folders and stuffers and people who make the NEWS possible. *Bill*

BARRY EDWARD—PO Box 190, Sedalia, CO 80135

Gee, it's been thirteen months since my last birthday. No wonder I feel so young. Well, let's see now, the usual travels, Sweden in the summer, Portugal and Spain in the fall (ex-RAF friends) and Toronto for a family reunion. Everyone looks so much older than me. Health holding up, although with the usual aches and pains that come with the territory. As a friend once said, "Getting old isn't for wimps."

Willie Winquist finally retired and after showing him all I knew about flying I have to check him out on retirement. You know, just cause the phone rings at 3 am doesn't mean it's the crew desk. I hope all goes well with United. Willie says they're producing a \$6 hamburger that they're selling for \$3. Even the "Golden Arches" school of higher management doesn't teach that in their college of knowledge. Cheers to all, *Barry*

CHARLES C. FELLOWS—8101 E. Dartmouth Ave. #35, Denver, CO 80231

More comments on our pensions: Oh, you, my brethren; who "have slipped the surly bonds of earth, and danced the sunlight skies". I fear that we are but pawns in the games that will be played out in the event of a Chapter 11 UAL bankruptcy. Therefore, any discussion of differences between "recent retirees", and "older pilots"; is pretty much, "A Tempest in a Teapot". However, as realists, we need to disabuse ourselves of the notion that the good old PBGC (Pension Benefit Guaranty Corp.) offers us any protection.

In a previous letter to Cleve, and therefore to you all, I referenced the Oct. 2002 issue of *Consumer Reports Magazine*, and specifically, the article beginning on page 11 titled "Keeping Tabs on Your Pension". This article discusses "under funded" pension plans, which I believe our plan to be, considering the market's decline. It briefly describes

the conditions under which the PBGC would become the plan's trustee, and it shows the maximum monthly benefit (based on "age at retirement") that the PBGC will pay: i.e.: age 60 = \$2326.71.

For me, however, the most disturbing paragraph in the article is the one in the lower center column, of pg. 13, which I quote: "With the economy sour and many large corporations seemingly teetering on the brink of disaster, it's not unreasonable to worry whether the PBGC has enough money to cover all of the potential bankruptcies. Indeed, in testimony in June before the House Ways and Means Subcommittee on Oversight, Steven Kandarian, executive director of the PBGC, said the agency's onefat surplus has been cut nearly in half in the last two years, to around \$5 billion. That was after it took over the 83,000-member pension plans—a \$1,600,000,000 obligation —operated by bankrupt steel maker, the LTV Corp., in Cleveland. There's another \$9,000,000,000 in other under funded steel industry plans, half accounted for by companies already in bankruptcy."

If we should be unfortunate enough to become trustees of the PBGC, it would squeeze every available cent out of our pension plan to meet its other obligations.

This scenario is borne out by the experience of our brothers at Mark Air, Eastern, Continental, and Braniff.

If UAL does file for Chapter 11 Bankruptcy protection, I think we retired pilots should be represented at the hearings that would determine the fate of our pensions. If the primary thrust of our input there is not to remain free of the PBGC, we will be shooting ourselves in the head, not just in the foot. If the "Committee On UAL Chapter 11 Bankruptcy" has a different agenda: then I think that the retirees whose pensions are paid by the funded, fixed benefit pension fund will need to hire attorneys to pursue our best interests.

Here I am ,leading with my chin again. So please, lets have some other input!

My e-mail address is: ccfellows@earthlink.net

Charles Fellows

Surely, there's enough to worry about, but I think a greater concern might be as has recently happened with a large electronics firm, that they rob Peter to pay Paul, and take money from medical insurance to fund the A-plan. Ed.

MARTY GALLAGHER—1101 S. State St, Marengo, IL 60152 DTW-ORD '66 – '95 mar-syl5@msn.com

Dear Cleve; Just got back from Florida. Sylvia and I took her dad and lady friend, and minivan from Detroit to Pompano Beach in our motor home. We were on the road 16 days visiting friends and family. I noticed on our trip north that all the other campers were heading south. It reminded me of the 32 years I spent in the firefighting service where we would run into a burning building when everyone else was running out. I guess I just haven't learned to run with the herd yet.

We had a very nice summer, some fishing, a week at Oshkosh working in Paul's aeroplane factory finishing a Waco primary glider, and starting an Air-camper. I got a clean bill of health on my 4th annual cancer check and generally enjoy good health. My bones talk to me a little more each year, but I can't complain. The winter birds are at the feeders and the deer come in every evening for cracked corn. The wind feels like it wants to bring snow. It's that time of year. Our best wishes to all until next time. The check is in the mail. *Marty*

JAMES D GEDDES—664 Campbell Ave, Mukilteo WA 98275, j.geddes@verizon.net

This year has been much better than last when I lost my wife of 45 years to cancer. I was married to Fay Richards on the beach in Kauai and now have a new golf partner as well as a new wife. I still manage to get in about five rounds a week even with the rainy Pacific Northwest weather, Everett G&CC course drains well.

Check by snail mail. Thanks to the RUPA workers who keep things running and the newsletter going.

Jim

RICHARD GOUDEY—1859 Seclusion Dr, Port Orange, FL. 32128 RichardGoudey778@msn.com

I would like to mention how interesting it is to receive the *RUPANEWS*...thanks to all who make it possible!

Finally moved into new house in Spruce Creek last Dec. Seems these FL builders really take their time! Left to take boat to CT in March, stopping 7 weeks in Beaufort, N.C. to visit new (and only) grandson, EZ (Evan Z.Goudey). Arrived in CT by June and spent summer on boat at Chester on the CT River.

Drove our MG TF to Nova Scotia (with the over-water portion on the *Scotia Prince*), for an MG "Gathering of the Faithful" in July. Visited our oldest son, Britt, in Alaska for a week in Sept. He's a Capt. for Air Cargo Express flying old C-118's I probably flew at McGuire AFB, and they have a couple of old UAL cargoliner DC-6's also. You should hear about the places they fly into.....short runways with downslopes, in the snow with VOR and ADF approaches if the GPS is not available...no SFOEG pilots to fly the 3 engine ferry flights! We really experienced a different kind of aviation at 35,000' with the great maintenance and state-of-the-art equipment.

Returned to FL in October where we are busy getting our new place shaped-up.

Will go to NY City for Thanksgiving with our two youngest children who work in the city. Seems like we are keeping reasonably busy and enjoying retirement!

If anyone is interested in crewing on a boat next fall when we bring Chloe' back to St. Pete let me know, as we would welcome the company...Best Regards, *Dick & Judy*

ED GRIFFITH—5989 Anna Lee Dr, Hudson, OH 44236 tgriffith@iopener.net YIP, PIT, EWR, CLE, ORD '56 - '91

Thought I'd get this in early, so it will appear in my birth month, for a change! Really appreciate all the work you guys put in to make our organization work- the newsletter is a wealth of information and some of it useful!!

Apparently my last year's missive is lost in cyberspace as it never made it into print, and I believe you were changing your e-mail address at the time, no big loss! Barb and I are still healthy (more or less) my PSA still near 0. Hoping to live to 95, so I can shoot my age for 18 holes! Most of our travel has been by car to visit our 14 grandchildren in various states, we had three graduations last year in a three week period! Our oldest granddaughter graduated from Duke, we then drove to Woodstock, GA for our grandson's HS graduation and then on to Muskegon MI for another grandsons graduation! Phew! it was fun – but tiring.

For those of you interested in our son Tom - he is still a Col. In the AF and returned from his tour as Base Group commander at Incirlik, Turkey and is now the Commandant of the School for Advanced

Air Studies at Maxwell AFB in Montgomery, AL. How fitting it was to have the letter and article from Bill Dunkle in this month's newsletter - he was one of a kind and a great friend of the pilots. Can't sign off without giving you an 'atta-boy' for your response to Ed Carroll. Glad I'm out of it - it'll be 11 years this December.

Merry Christmas to all and may our company's New Year be better than the old one! *Ed*

ROBERT S HELFFERICH—21409 60th St, Bristol, WI 53104 ORD 65 - 99

Hi, Guys, Well, I got the check in the mail CLOSE to on time, but just couldn't get around to writing the epistle. I kept hoping that the UAL news would improve, but it seems to be getting worse.

Not much changed in my life, YET, and I emphasize the yet, as I'm about to get married, right after the 1st of the year. For those who flew with me over the last few years of my career, they know why I was always bidding SFO, OAK, SMF trips, as Gail has had a home and business there. She's now ready to retire and follow me around on the bicycle and play co-pilot in the Cardinal for the next phase of our lives.

The year, aside from the news, has been a good one. With the Cardinal being based in Florida all of last winter, I had a good reason (besides the weather) to manage to get down there every month. I used the airplane to get around the state and visit. This year it's staying in Wisconsin, as I'm in the process of buying out my partner.

As always, it was 2 major cycling trips, again, in the previous year. Did the "Bike Florida" ride in March with my brother and then rode to Pennsylvania, via Wisconsin, Michigan, Ontario and New York for a high school class reunion in late summer. Also took several short trips to Michigan and Minnesota, using the airplane and then the bicycle for my local transportation. Hopefully, the traveling will improve after Gail gets her home sold and the business closed down and moves back here to God's country. I only hope we have an airline left to travel on, when it all washes out.

Not much else, of note, to talk about. Thanks for all your hard work at keeping the communication lines open. The beer's always cold, and there's plenty of spare beds for anyone passing through southeastern Wisconsin. I'm still in the phone book and always have more room than I know what to do with. I'll leave the light on for ya. Regards, *Bob*

DEKE HOLMAN—39 Skylark Ct, Napa, CA 94558

Cleve, Here is my postage for the next year. Appreciate all the work you guys do to get this news letter out. A friend in L.A. just sent me the Obit about Bill Dunkle. What a blow. Here was a real Pilot's Pilot. He was a great senior V.P. for United and also was the pilots' best friend. As a manager I got to know him, played golf with him and always looked forward to his visits. He will be missed.

This has been another good year for us. Our health is good. We went to Acapulco in Jan. for golf. And then to Maui for 12 days with my boss and his wife. We played a little golf, a little sightseeing, and gained too much weight. March was a week in Palm Springs for more golf. Had Cheyenne III training in May and am good for another year. Another great Oshkosh convention, my 26th year. August 6th saw the loss of my Boss and very close friend, Justin Meyer. Every one who knew him loved him and will miss him. A golf trip to North Carolina in Sept. for golf, great weather and the golf wasn't too bad. My wife broke 90 for the first time, (85). I went back to Virginia and Mass, to celebrate my 78th birthday with my kids. So my year has been pretty full. It's a good thing I'm retired because I wouldn't have time to go to work. Happy holidays to everyone. *Deke*

FRED & WILMA HUNTER—2870N 4360th Rd, Sheridan, IL 60552

Dear Cleve; New address listed above, having moved from my home in Carlsbad CA to Lake Holiday IL. My e-mail is still ghu5605314@aol.com.

Had a very busy year, sold my home and traded my Motor home for a new one. We spent seven months driving across Canada and the northern states. Put it in storage for the winter and turned our attention to building a new home near our grandchildren in Illinois. It is not Calif, which we will miss dearly, but we are on a nice lake and look forward to enjoying next summer. There is a small active airport near home which I may get involved in the future.

We have enjoyed traveling on United and have not found it anymore hassle to go to the airport. LAX has it set up so employees and retiree's move right through the baggage scanner area. O'Hare's screening for employees is on the baggage floor west end. Still a great airline and it is very depressing to see

recent events unfold.

Keep up the good work we enjoy reading the RUPA magazine each month. *Fred & Wilma*

JOHN T. JENKINS—2331 Belleair Rd Lot 518, Clearwater, FL 33764

Dear Cleve, Sorry I am late this year, but lots of meds and procedures plus the final close out of the “big” house. Well you can imagine. All’s well now and settled into the “North Woods” of Wisconsin and the sunny skys of Florida. Keep up with all the good work and say hello to all. *John*

JESSE JERNIGAN—2021 King Air Ct, Daytona Beach, FL 32128 '51 – '87 YIP, ORD

Hi Cleve, Sure enjoy reading the *RUPANEWS*, and thanks to all whomake it possible.

This year the BIG 75 arrived. My sweet wife, Dottie, gave me a Birthday party that will never be forgotten. 230 Friends and Family gathered in our hanger to help me celebrate. Food and drinks were plentiful, stories told, and a good time was had by all.

We live in the Spruce Creek Fly In and what a wonderful place to retire in. I have a 180 Cherokee that I fly with our gaggle flights. We fly out for breakfast on Saturday mornings. I still have to prove that I can still defy gravity.

Best wishes to all for a Happy Holiday Season.

Jesse captjess27@yahoo.com check by snail mail

AL JOHNSTON—5 Yeoman Ln, Salem, SC 29676

‘Tis November B/B coming up tomorrow, big 78 already. Upon arriving in Hawaii last Jan 1st for my annual wintering there, one of the ladies in my Mon golf group said, (how many months are you AI?) I said, 3 months, my usual, till April 1st. She said no, no, no, I mean how many months are you pregnant. I had let my wt. creep up to 185, so that remark shamed me into going to weight watchers & I dropped a couple pounds a week for a total loss of 25lbs by the 1st of April, now (160lbs). It was an easy program, with daily exercise (walking 1 hr) especially when golfing, one can eat 30 points a day, which was more than I normally ate anyway. After losing 25lbs, my Dr. discontinued one of my B/P pills & cut the other one to ½ a dose. My total cholesterol dropped from 205 down to 141. I now walk fast 1 hr/day

4 days/wk on the days I don’t golf & have been able to maintain that 160, & by maintaining 160 +/- 2lbs, I have a free lifetime membership in wt/watchers. JoLee says she knows the quickest & cheapest way to loose weight is exercising less (elbow bends). Cleve this little tidbit is coming via e-mail, as you prefer but I don’t know how to e-mail a check so postage check is coming via snail mail server. ALOHA, *Al Johnston*

P.S. Cleve, by the way what is everyone doing with all their old flight manuals? I still have boxes & boxes of them. My neighbors don’t want to be impressed any more with the fuel system of a DC6 10 tanker or a 727 electrical system, Viscount Rolls Royce's, or reversers on a DC8 waterwagon. I even have T 6 & P 40 stuff from AAF cadet class 45B. I don’t think they are any longer restricted material. The only manual that is probably worth anything would be a DC 3 & I can’t find mine. "*Al*" *The word is recycle, Cheers, Cleve*

RICHARD T JONES—1240 Sarah Jean Circle #M-106, Naples, FL 34110 rtjones05@aol.com
We had planned to explore the Colorado Rockies this summer but the fires here precluded that and we ended up concerned about our home. Fortunately for us it worked out OK. We did drive to Las Vegas in June to enjoy some of the dry heat and take in a few shows, flew to Edmonton Canada to visit with Marlene’s relatives.

Being not to sure about what the future holds for UAL, we decided to travel abroad using our passes and went to Amsterdam for a week and, then in September, we spent a week in Beijing. It turned out to be an enjoyable and interesting summer but we are now looking forward to renewing friend-



ships with neighbors in Naples.
My wife and I thoroughly enjoy the *RUPANEWS*
and thank those who spend the time and energy
putting it out. *Richard*

GALAN E. KESSEL—12140 Candy Ln, Sara-
toga, CA 95070

Dear Cleve, '02 was about the same as '01. Kay
and I try to stay healthy. No big trips this year, but
spent the summer on the Feather River. Great area
for trout and golf.

We wish everyone a good year next year, and we
enjoy your letters. *Kay & Galan*

WILLIAM R. KNIGHT—7777 Beltane Dr, San
Jose, CA 95135 williamknight@sbcglobal.net

Hi, Jock, We completely lost October. On my 85th
birthday, October 4th, coming down to NY from
Burlington Vermont, enjoying the colors with a
couple of college classmates, we stopped at New
York to celebrate birthdays with our son, Harrison,
at Locust Valley, NY LI., who's birthday is Oct.
2nd. However, Lorene fainted at the bottom of the
LaGuardia Airport escalator, going down to Bag-
gage Claim, and crashed on the floor, getting a cut
under her left eye-brow, breaking her teeth, cutting
both lips, and receiving a concussion. We were
rushed to Elmhurst Hospital, in Queens ER Trauma
Room, where Harrison caught up with us.
We visited her ever day for a week, when they de-
cided she needed no further physical therapy, and
released her to Harrison's home, at Locust Valley,
N Y. Three days later, on the 14th, 'Rene awoke
with a splitting headache and babbled speech. We
took her to Glen Cove Hospital, where she spent
the next week.

On Oct. 31st, Halloween, we flew nonstop JFK-
SFO non-stop with wheelchairs at both ends. Our
daughter, Katie, in Walnut Creek, had gotten our
car out of hock at San Jose "Top Flight Covered
Parking" (great place), where they thought they had
a stolen car on their hands, and tried to pay some of
my bills, which put me in hock.

So there you have it. (Two friends of ours have
recently died from falls.) I would emphasize that
"Us Oldies" should NOT OVER-DO, walk on air-
planes at least every hour, prevent tripping on side-
walks, eat or snack occasionally, and don't fall
down!

I was sorry to hear about the loss of Bill Dunkle,

after getting a new beautiful little grand-daughter,
and also sorry to hear of the death of Curt King,
whom I have admired, mostly from a distance, for
years. Thanks for all you do. Regards, *Bill*

JOSEPH J. KOLLAR—330 Hillside Ave, Nutley,
NJ 07110

This first year in retirement just whizzed by. What-
ever happened to that saying that you can accom-
plish all those things you did not have time for be-
cause of work? Another Myth!

Only one lament...My best friend of thirty-seven
years cannot share in my retirement.

Always enjoy reading the newsletter. Many thanks
for your time and effort. *Joe*

JOHN A. LOVETT—165 san Juan Dr, Sequim,
WA 98382

Dear Cleve, I'm sorry I'm late with my yearly con-
tribution but that's what happens when you reach
84 years. (Hope we don't forget our 60th Anniver-
sary on Thanksgiving Day).

Keep Smilin' *John & Gerry*

KENNETH J. LUND—12323 Lackawanna Ln,
Port Charlotte, FL 33953 941-743-8186 '68 – '00
ORD, SFO, ORD, HNL

Dear Cleve & Jock, Slightly late with postage be-
cause of address change. The new home construc-
tion that seemed to never end finally did. I'd rather
repeat 1985 than do this again

Would like to send seed money to our pension pro-
tection committee. How might I do this?

Thanks again to you and our other west coast broth-
ers for your much appreciated efforts. Fraternally,

Ken You can contact Jim Krasno, 303-221-3852

jmkrasno@earthlink.net

CLYDE L. LUTHER—9732 Burke View Ct,
Burke, Va. 22015

Dear Cleve: I thought I better get this in the mail
(only a month late) or I would be on the bad list. I
am still as busy as ever and just did my 94 National
championship as a Rule Officials in September.

The USGA Open in New York was something to
be hold and, without a doubt, Bethpage Black was
the most difficult course I have been on during my
21 years as an official.

I had great assignments being the official at one
time or another with Nick Price, Davis Love, Jean

Van deVelde, Craig Stadler and Billy Andrade. Friday was a tough day in the rain, but all came out well. Also enjoyed a short visit with Tiger, whom I have known well since he was 14.

The most fun this year was the US Junior where I saw my first hole in one ever. I told a bunch of guys I was afraid I was going to the grave without seeing one. *Golf Week* magazine picked up on it and mentioned it in an article. The US Amateur in Detroit was incredible. I was lucky to be assigned in the quarterfinals to Ricky Barnes, the eventual winner, that has game beyond belief and boy can he drive it.

Two years ago I was appointed by the NCAA to be their head golf Rules officials. It turned out to be a bigger job than I anticipated but it was a lot of fun. I have about twenty of the best officials working for me as volunteers (as we all are) and everyone puts in long hard days.

It was truly a great year in that the USGA awarded me their Joe Dey award which is an award they give once year for volunteerism. This was followed up by the Virginia State Golf Association naming one of their trophies in my name.

Son Mike, flying the A-320, presented us with a new grandson this year so we now have 8 grandchildren with 4 of them living close. We do enjoy them a lot.

Was sorry to read about Bill Dunkle, great guy. Thanks to all of the volunteers that make all of this newsletter and mailings possible.

Regards, *Clyde*

JESS MARKER—1716 65th Ave. NE, Tacoma, WA 98422

Hi Cleve: Late as usual but...here it is. We've had a busy year. Started with a two week cruise in March from San Diego through the Panama Canal to Ft. Lauderdale. A great trip. Two weeks later we were off to Phoenix with the '60 Lotus Elite for our third Copperstate 1000 vintage car rally. This year the event took us to Pine Top, then through the Petrified Forest/Painted desert to Chinle and tour of Canyon de Chelly. (This one of our favorite canyons which I first saw when Jeff Roberts pointed it out on a 727 from ORD to LAX.) Unfortunately, on the third day, the little Lotus got tired of hauling my big butt around and decided to call it a rally. We finished the event in a big old Jag saloon furnished with caviar and iced Vodka, overnighing in Sedona and back to the finish in Scottsdale. The problem with the Lotus turned out to be a small BB

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sized ball and spring in one of the carbs that went AWOL.

Eddie and I spent our 35th anniversary in Victoria BC at the Empress hotel...very posh in a bay view suite. August was spent mostly in Coeur d'Alene. And finally, this fall, we took the little Lotus to Monterey for the "50th Anniversary of Lotus in America" convention at Laguna Seca where, to our utter surprise, we got "Best Elite" and...get this..."Best in Show" Yee Haw. (want to see a picture of this little gem, go to www.clubeliten.com and click on "Latest Newsletter".) Anyway, now we can relax, the rain is here for the winter, nothing to do but play with the grand kids. Best Regards,

Jess

BOB & BARBARA MC CARTNEY—395 Majestic View Dr, Boulder, CO 80303

Dear Cleve & Jock, Bob and I both are computer-illiterate and none of our letters have ever been printed in the *RUPANEWS*. I'm hoping this will be in the next issue.

In Queen Elizabeth's words, "this has been an annus horribulis" for the McCartneys. Bob started out the New Year by having a kidney removed in February. He recovered nicely and he and son, Matt, played golf in Myrtle Beach for a week, and then attended the masters in Augusta.

While at our summer home on Blakely Island, Washington, Bob suffered a near-fatal cerebral aneurysm on June 23rd. Fortunately, our friends and neighbors (i.e. retired Capt. Wally Weller) on the island came to our rescue. Luckily, many of them were medical professionals.

We spent the next month at Harbor View Medical Center in ICU where Bob underwent three brain surgeries. On July 22nd, we flew back to Colorado via Global Air Ambulance and Bob spent the next two months at Mediplex, a sub-acute nursing facility. There he learned to walk, talk and feed himself all over again.

I brought him home on September 27th and he's undergoing intensive rehab here in Boulder.

Bob's pilot buddies, family and friends have been an enormous help to us. It's going to be a long, hard journey for Robert, so keep those pension checks coming! HA!

Thanks for the *RUPANEWS*; we always read it cover to cover the day it arrives.

Our best wishes for a Happy and Healthy 2003.

Barb

THOMAS & CAROL MC COSKER—6351 Little Portage Lake Rd, WI 54540 715-547-3318

Hi, I see by our name sticker that we owe you \$25 which is enclosed. Sorry to be so far behind. Tom suffered a severe stroke March 28, 01 – lots to do – building a home so he can be here with me and additional help. His mind is good, but right side is useless, so he's in a wheelchair most of the time. A bit of walking with aid of walker and extra person. Guess things could be worse. New address and phone number above. "Good Job" to all of you. Stay healthy, *Carol*

JIMMIE E. MEADOWS—10278 R63 HWY, Indianola, IA 50125

Dear Jock, Well I'm late again this year with my mailing dues. Same old story, busy as only a retiree can be.

I've been traveling a lot (by automobile) and visiting my kids and family. I lost my bride, Judy, of 35 years to cancer this summer. It sure is lonely without her, but it's getting easier as time and life goes on.

I'm sending payment for two years, that way I'll be early for next year. Sincerely, *Jim*

WILLIAM M. MEYER—5011 Seashore Dr, Newport Beach, CA 92663

Cleve, here's the bread for 2002-03 year. My new email address is aerobat747@maxsales.com. For those who know Nixon Galloway (Our cover artist), he would appreciate hearing from them, as he is experiencing health problems now. His phone number is 310-545-7709 in Manhattan Beach. Keep up the good work, we all appreciate it. *Bill*

FRANK J. MIHALIC 707 Radford Ln Foster City, CA 94404

One way to get the adrenalin flowing to send your annual note and check in early is to read, *Retirement at Risk* by Robert Kuttner in Journal 519. He wrote that workers, like those who worked for Enron, who put all their money in their company stock, can lose everything. He didn't write that the Enron workers could have taken part or all of their money out of company stock prior to the September company notice. Why didn't they, *greed*. They were sure that leaving all their money in the company stock was the fastest way to have their funds

increase. Their decision!

He wrote that Social Security was under assault by Republicans trying to privatize it. What he didn't write, those who are receiving Social security were guaranteed their payments, and it was voluntary for younger workers. They could put 10% of their payments in the private sector if they wished, or stay with the current deduction system; No one ever said they had to put that 10% in the stock market.

He wrote that Democrats have been accused of "demagoguing" when they warned that Republicans could not be trusted with Social Security. What he didn't write is the fact that the congress has been under control of the Democrats most of the time since the Social Security Law was passed. Today there is not one dime in the Social Security fund, only IOU's from the US Government. Today, as always, the Social Security program is income versus expenditures. So far the money paid to recipients is less than the money that is collected, and the rest is put in the Government's General Fund. Fortunately, the workers today are still putting more into Social Security than the Government is paying out. This is supposed to end in about twelve years, when expenditures will exceed deposits regardless of who controls Congress.

This year I reach the big 80, so why am I concerned? As Paul Harvey says "Now you know the rest of the story."

Hope you're feeling much better Jock. *Frank & Lu*

In retrospect, I shouldn't have printed the Kuttner piece – not because it is particularly erroneous, but because of the obvious risk it posed to your carotid arteries, Frank. Seriously, I used it as sort of a "miseria loves company" piece about broad risks to pensions, ignoring itty-bitty references to what irritated you. Mea culpa, and I'll try to avoid such political bait for you to rise to in future. Incidentally, I don't know what you've been reading, but everything I've read said that the employees were encouraged to leave their stock in Enron, and of course, latterly they were unable to withdraw it – unlike their bosses. In a way, not unlike the ESOP shares situation for UAL employees. As for Social Security – even the Republican Party backed away from that promise as elections neared. I'll leave it at that. Congrats on your eightieth. We now collate the magazine from the Foster City Community Center – come join us for coffee and buns. Ed

NORMAN D. MILLER—8324 E. Summit Rd.
Parker, CO 80138 normdmiller@rnsn.com

Cleve: I am mailing a check to cover the cost of sending me the new Directory and future issues of the *RUPANEWS*. I had to quit receiving it 5 or 6 years ago because I heartily disagreed with its politically oriented contents.

A neighbor has been giving recent issues to my wife, and I have become aware of the fact that someone has cleaned house and that the contents of the present publication are something that I would want to receive.

So, please put me back on the mailing list upon receipt of my check. I agree that I will pay another Annual Postage Fee come July of 03.

Thanks for your part in making RUPA and the Journal it has become. *Norm*

PAUL MILLER 1001 E. Lisburn Rd., Mechanicsburg, PA 17055 '46/'79, DCA

Since last year at this time, another 31,536,000 seconds have ticked away, for a grand total of 2,619,304,400 seconds – including the leap-year days. Can you determine my age? [*Let's see, that would be the second number divided by the first – sure, no problem, but I won't deprive readers of the pleasure. Ed.*]

During 2002 I have had both knee joints completely replaced. The recovery is a painful way to slow the passing of the speedy seconds.

Check is in the mail to Cleve. Thanks to all the *RUPANEWS* workers. *Paul*

WILLIAM F. MITCHELL—PO Box 1330,
Shady Cove, OR 97539 541-878-2624

Hi Cleve, This is for my Dad, Bill Mitchell. I'm happy to say that Dad is doing much better after his unfortunate motorcycle accident last year. He is back home with his friend, Norma, and happy to be there. He still has some trouble with aphasia and his short term memory, but his sense of humor is intact and remembers all his friends at United. He would welcome any greetings. Thank you, *Ginger Cutter*

RICHARD C. MOEN—536 S. 1st St, Dundee, IL 60118 '65 ORD, JFK, ORD '69

Jock, Your "Political Disclaimer" wasn't necessary - you told the truth just the way I happened in '85. We must give Dick Whatsizt Name credit (very

little) about "Allegis." I recall the press conference when he said something like "today the name Allegis means nothing." Well it turns out he was a sage – it didn't! Ha!

Having been a survivor of the 1-Finger Salute of "1-Finger Joe" outside of "Fort Fumbles" in '85 – I have always felt that we may have had a few left over "Ferrisites" and that was a part of the problems to day.

It is unfortunate that all we gained, in the ESOP, was pissed away. I recall all the quarterly reports that showed profits during the whole term of it.

Employees Fault? Don't think so.

My hat's off to all involved in putting out the RUPA Journal – I was shocked to hear that only about 50% of retirees are members.

Here is my check and some extra for the pilots in need and widows. Thanks again for the great publication. Regards, *Rich*

JIM MOREHEAD—PO Box 420399 Summerland Key, FL 33042

O.K. I'll send you some money. UAL changed over to AOL for crew information, so if you want to change an E-mail address, how about: Moreheadjames@aol.com

The cruise was great and I am ready for the next one. I'm looking for a family Bible so that I can be at least five years older! I can't retire yet.

United continues to downsize and like you, you can get your news from the Wall Street Journal and USA Today. There are plans to park up to 24 747-400s, up from the 12 that are hard and soft parked now. If it all comes at once, they'll be a big surplus. If it is gradual through 2003, then they will just let attrition reduce the manpower.

I hope you are doing well, Jock, and hope to see you soon. *Jim*

ROGER NEILL—805 Wood Ave, Sumner, WA 98390 Rogneill@aol.com SEA, ORD, DEN, SFO, LAX

Dear Jock: Another year has passed and both Dorothy and I manage to keep busy and healthy. No long RV trips this year but we flew to Wisconsin in August for a family reunion at Lake Namackagon. Grandpa even managed to show the grandkids he could still water ski! In October Dorothy and I attended the Royal Military College ex-cadet weekend in Kinston, Ontario, Canada. My class-mates

and I were inducted into the "Old Brigade", signifying fifty years since date of entry. About half of my class of 190 cadets was in attendance. I thought it was a rather good showing.

I am still involved at the Museum of Flight in Seattle as a docent. Construction has started on the new building which will house the Champlin Fighter Collection presently in Mesa, AZ. The Personal Courage Wing, as it will be called, will have WWI aircraft on the top floor and WWII aircraft in the lower. The building shell is expected to be completed by June, 2003, with the exhibits opening to the public by mid-2004. Again I would encourage any RUPA members living in, or visiting, the Seattle area to come out and enjoy some time at the Museum of Flight.

Many thanks to all of you involved with *RUPANEWS*. Cheers, *Rog*

EDWARD NIBUR—1060 E. Spruce Ave. Apt 101, Fresno, CA 93720

Hi. I am having my 93 birthday this month. The most memorable event was getting highjacked to Cuba in a DC8 from LA, June 25, 1969. Best regards to all my old friends. My check is on the way.

Ed

Congratulations Ed, and thank you for sending your letter via e-mail. Now if I could just get all the other guys who have email to do that, it would make the job much easier!!! Cleve

DOUG NICHOLSON—373 Laurel Ln, Marysville, CA 95901

Hi Cleve; I have made myself a note that boys' night out is FRIDAY, Feb 21 so unlike last year I will not be there Saturday by myself.

I seemed to have turned the corner with the restaurant and bar finally. Good timing with all the United bankruptcy talk. You have to wonder if this is another bean-counter ploy to get the loan and reductions, and unload the dead wood at the same time. The farm is holding steady and I don't spend as much time working it, with my son-in-law running it.

Started skiing with our grandson last winter and this year the other one is join us. Johnnie is medically retired as of last Feb. She moved into that smoothly, as she was off for a year before it became official. Like everyone else I'm busier now than I ever was and wonder where 5 years went.

The welcome mat is always out here at the *Eagle's Nest* and I give a Pilot's discount, so if your in Marysville stop by.

Thanks to you, Jock, and all the rest of you for the work that goes into the *RUPANEWS*. *Doug*

JIM NOBLE—507 Park Barrington Way, Barrington, IL 60010

This year has been a fun and busy year with travel, boating, tennis and grandchildren. Last November we went on a nineteen-day tour to Machu Picchu and the Galapagos Islands. There were twelve of us in an Overseas Adventure Travel tour and they did a great job.

We started with a stay in Lima and then on to Cuzco, Peru, which has an altitude of 11,000 feet! We took a train ride to Machu Picchu where we stayed in a beautiful hotel at the base of the mountain which was 9,000 feet. After that we flew to Guayaquil, Ecuador and spent a day in this city, which was a real surprise with its wealth and cleanliness. We then flew 700 miles west to the Galapagos Islands and spent the next seven days aboard a ship. We swam with sea lions and turtles; saw tiny penguins, iguanas and many strange birds. Not only was this an interesting trip, but also the scenery was awesome.

In January we visited Randy and Pam Ryan in their beautiful home in Tucson. Also we flew to Ft. Lauderdale to join a DeFeaver rendezvous of boats and boaters. Over fifty trawlers traveled to Bahia Del Mar marina for the event. The mornings were filled with seminars and the afternoons were spent visiting selected boats. Our guest of honor was the acclaimed naval architect, Arthur DeFeaver, who designed all of the boats. He is in his eighties, still sharp, and still designing boats. He has over 3000 boats in the water with his name, and has been doing this since the early fifties.

Our boat is a 1999 DeFeaver 44, which means that it is 44 feet long, 15 feet wide and weighs 50,000lbs. with fuel. It carries 950 gallons of diesel fuel and 350 gallons of water! It has a range of 1900 miles with two Perkins Sabre 135 engines, stabilizers, dual GPS chart plotters, radar, auto pilot, two state-rooms with heads, a large salon, excellent galley and the most important thingan ice-maker! What a difference after 25 years of sailing and racing!

In February we spent a delightful week in Maui

with the Ed and Geri Hoffmann in their elegant condo, and in March we took our family on a cruise in the Southern Caribbean on RCCL's brand new *Adventure of the Seas*. The ship was a real "floating resort" with an ice-rink, climbing wall, inline skating, basketball court, a huge shopping mall and a great children's program. The summer was spent cruising Lake Michigan and watching our children and grandchildren on the wave-runner.

I've been active in our new yacht club as the Rear Commodore for the last two years. We built our club from scratch and occupied it in the spring of 2001. It's built on state property at the Northpoint Marina, which has 1,500 slips and is the largest fresh water marina in the country.

In March my doctor discovered that I had an irregular heart beat and atrial fibrillation, and as a result I spent four days in the hospital having tests. With cardio inversion and medicine the heart is back to normal and I'm back to tennis.

Jan and I feel blessed to be able to enjoy a life that was beyond our wildest dreams when we were married 52 years ago. It's been seven years since retirement and we are living the good life thanks to ALPA and UAL.

Many thanks to the stuffers and mailers and to our editor who puts out a terrific newsletter. Thanks to all, *Jim*

JOHNNY ODOM—1032 Woodland Dr, Port Townsend, WA 98368 jpodom@olypen.com
Dear Cleve, Another year has sped by, cannot believe that I have been retired for four years! Patty and I are healthy and happy and enjoying living in the Pacific Northwest.

I am still flying my old Cessna 195, which I have owned for 34 years.

I enjoy reading the *RUPANEWS* and appreciate all who help to make it possible.

Regards, *Johnny*

ALVIN G. ORR—PO Box 305, Deerwood, MN 56444

Cleve, Here comes another year, and at my age, 89, I still fish and enjoy outdoor life. I travel from Minnesota to Arizona and California to visit my sons and daughter. It seems like I'm on the go now more than ever.

I enjoy the *RUPANEWS* and still see a few names that I worked with. Keep up the good work. *Al*

JOHN & CARLIE OWEN—9403 Wildflower Dr, Woodway, TX 76712 '55 - '86

Hey Cleve, Late again – remembered early but forgot till now. Sorry, but it won't happen again until next year!

Probably this has never or ever will happen to you, but we live a stone's throw from George W's Western White House. I used to practice stalls and spins over his yard, probably. In fact, that's about the exact area where I attempted a hammer head stall while in basic ant James Connally AFB. They didn't have any restrictions over that particular piece of real estate then, not even a max of 250 below 10,000, not that one could coax a T6 to go anywhere near that fast. Those were the days, back in '49 and '50 basic AF training at James Connally AFB now known as TSTC where George W. parks his 747. Restrictions get even tighter when foreign dignitaries drop in. Besides being George W's personal airport, TSTC stands for Texas State Tech College. Drove out to look it over recently, but after all these years didn't recognize anything to jog my memories from long ago. *John*

ORV PRATT— 8560 Seacrest Dr, Vero Beach, FL 32963 vbpratts@juno.com

Hello to all! Thanks to everyone at *RUPANEWS* for your hard work and for keeping us up to date. Barb and I had a very good year. In February we used our son David's American passes to travel to Cancun. Celebrated our 40th anniversary in June with our kids and five grandchildren. Then in June and July we used our UAL passes to go hiking and



kayaking in the Canadian Rockies and Vancouver Island.

On 9/11, I ruptured my Achilles tendon playing volleyball. Had surgery and am still on crutches nine weeks later. Another 2-3 months of recuperation and therapy to go. Perhaps this is what an old man should expect when trying to act like a teenager. Best regards, *Oru*

JOHN A PRESTEGAARD—19802 N. Star Ridge Dr, Sun City West, AZ 85375 '55 to '85 MDW, ORD, DENTK, ORD johnpreste25@aol.com

Hi Jock and all the rest of you Retirees, I just finished reading the Nov. issue when all of a sudden I remembered that this is my birthday month too.

They come so fast now it's hard to keep up.

Shirley and I are back in AZ again and except for the month of Dec we will be here till May. At least that's our plans, but you never know anymore. We had to stay here all summer in 1999 when Shirley had her back surgery, but we hope we don't have to go thru that again.

We are still kicking and taking one day at a time. I thought as I got older I would shoot my age pretty often on the golf course, but it hasn't worked out that way. I did it twice this last year, but that was all. (Shot my age that is !) But you know golfers "Hope springs eternal" and if I ever get a chance to practice I think will be able to accomplish it again. I'm chairman of the Management Board of our Condo down here and even though we only have 24 units I spend more time on Condo affairs than I do on the golf course. I've got to change that.

Jock, you had a nice article in the Nov. Newsletter about Ralph Johnson. He attends most of our RUPA meetings down here in PHX and what a great guy he is. Thank you for the article.

I've been retired for 17 years come Dec. and that makes this birthday number 77. We never know how much longer we will be around when we get that old, but I hope to write you another letter next year. *John*

A.L."ED" PROSE—8400 Vamo Rd. #732, Sarasota, FL 34231 MDW ORD '40-'76

Dear Jock, Year passed quickly, starting 27th year. Our health is still fairly good. Hope to be able to write again next year. Thank every one for an excellent publication.

Wishing all happy coming holidays. *Ed*

WILLIAM R. RECORDS—13801 209th Ave. NE, Woodinville, WA 98072 fbrecords@attbi.com
Hello Cleve and Fellow Retirees, Just returned from Southern France and an outstanding river cruise on the Rhone. We enjoyed Provence along with two other recent retiree couples. Bruce Rankin, Al Davidson and I started flying with National Airlines in 1969. It was fun cruising together and not having to worry about making it back for our next trip.

The river flooded its banks and we had to be evacuated one day early and put up in a four star hotel.

We left the boat in bare feet with pants rolled up. Viking River Cruises does an outstanding job and I recommend them.

Keep up the good work. *Bill*

EDGAR & RUTH RIEHL—446 Theresa Dr, Boulder, CO 80303 SFO, DEN, LAX, '46-'80

My last years message didn't get printed--it was apparently lost in your e-mail change over. No matter, the surgeries I mentioned in it have long since healed and we are doing quite well considering our ages. Still wintering in Florida, and took a side trip at the end of last Dec to the DC area for the re-wedding of our youngest daughter. They live in that area and she transferred from Delta's Headquarters in Atlanta to Reagan National. Her new husband works at BWI. On the drive back to Florida, we drove through Camden, SC where I attended Primary Flight Training in the Army Air Corps in Jan-Feb 1943. The winter passed much too fast, and on our return journey home we stopped at the Naval Air Museum in Pensacola. Got some excellent photos there on my new digital camera--but, alas, they are only memories now as a computer technician failed to save them on a CD when he stripped my hard drive attempting to clear a virus--it took six trips to the shop and two strip-pings of the hard drive to clear out that pesky virus, so I had a frustrating summer trying to use this machine.

Had a lot of company during the summer with each grandchild here for a week or so. So spent a lot of time baiting hooks or teaching fly casting--which didn't leave much time for any serious fishing on my part. It was more fun helping the kids. Took a spur of the moment trailering trip to CA in August to attend an abalone outing with family on the Russian River, and to visit some ailing family. Stopped

for a couple of days in Dinosaur National Monument to visit our eldest daughter and her husband, who were volunteer Campground Hosts there for their second summer, and to get some good photos of the attractions. Sadly, had to fly back to CA less than a month later to attend final services for my youngest brother and the dear lady who had put up with him the past 20 years--she went first, followed by him three days later. They had shared a room in a nursing home the past year, and we knew neither would live for long following our visit.

Early this month we attended the WWII 38th Bomb Group reunion in Colorado Springs. It is always enjoyable to attend those gatherings, though the ranks are thinning out. There were not many there who were in the group during the time I was--Jan-Nov 44. Our guest speaker for the Farewell Banquet was Col. William M. Bower. He flew the 16th and final B-25 off the USS Hornet in the Doolittle raid on Tokyo in April of 1942. He returned to the states and then ferried a B-25 to Africa entering combat over there. It turns out that he lives here in Boulder, and I have had the honor of meeting with him for "tea and muffins", and plan to get together again next spring.

Had a big garden again this year with much produce to supply the neighbors and folks at our church. Fortunately, my well held up, as city water was extremely restricted. Let's hope our drought doesn't last another year, but the snow pack is slow in coming so far.

Like everyone else who works, or has worked for good old United, we pray that the company manages to survive these hard times. And, many thanks to all of you who put in so many endless hours to keep us all in touch with one another. You are appreciated. *Ed*

SUE ROSS—5011 W. 134th Pl, Hawthorne, CA 90250

To all pilots who got to my retirement party – thank you and wasn't it fun? The weather was very bad that night, and all who didn't get there – you missed on heck of a good party.

The now FOSR's put on a skit that was SO ME. I loved it all. Thank you for every moment of fun I've had for the last 42 years. Thanks again and see you around. *Sue Ross*, former LAXFO FOSR Retired

MIKE. SCHURIG—11062 E. Sunrise View Dr, Tucson, AZ 85748 metalm@cox.net
Cleve: Hope you are doing well. I'm facing a spine fusion. Seems the lumbar (L-5) has moved forward of the sacrum. If you know of anyone who has had this surgery, I would like to contact them. Thanks for the good work. *Mike*

TOM SHEERAN—19150 S. St. Andrews Dr, Miami Lakes, FL 33015

Hey Cleve and Jock, Thought that I'd get this one in on time for a change. I still really enjoy reading the newsletter, it brings back a raft of memories. Still living in the swamp, and enjoying it, except for the COMPULSORY VOTER TRAINING. Anne and I have been traveling, going on cruises, playing golf (9 holes is all I can do), but I still enjoy it, if I could just Putt!!! The summer is finally leaving us, thank God, and the cool air arriving, along with the snow-birds, I might add. From the Cubans to the Quebecers. Could be worse. The current joke is, "When does a Puerto Rican become a Latin? When your daughter marries one." --- We of course, the Irish, are at the bottom of the ethnic pecking order. (As you have probably already surmised, my life is rather boring!!!) Only this morning I was sitting in my garage, (with the door open, I might add), reading the Newsletter, and the thought occurred that I had better write a note or be given the drum roll. (Anne and I really do get along, but sometimes I just have to have my privacy!!!)

We spent the month of June with our son and his family in GJT. Had a great lunch with Max Gott and Tom Olson. Also had a chance to visit with Don and Ellie King and Bill and Sandy Traub. Received a cute e-mail the other day that had to do with "round engines". Brought back many memories. Nothing did more to promote crew concept to a new hire 2nd Officer, than starting a R 2800 with the Capt, and F/O supervising. (God forbid a back-fire!!!) (Not to mention that if one did occur, it was immediately followed by expressions of endearment such as, "nice going, s---head.") Needless to say, those were character building days. Remember the asbestos gloves that were standard equipment for all F/E's, and on the DC7 "Queen of the Fleet", the Calendar money clips that were given for a successful check-out, and who could forget the dreaded double shorted secondary on the ignition analyzer??? Ah memories ---.

Now, in regard to your not quite objective, but diplomatic, response to Ed Carroll's letter, the only words that came to mind had to do with "winning the battle, but losing the war." We all hope that it doesn't end that way, but having been in Miami and watching Eastern's demise close up, it's frightening to see the sameness of both situations. I will never forget the ringing battle cry of Charles Bryant, Chairman of the IAM on Eastern, and also an Eastern Board member, "I can't work with Frank Borman, but by God, I can work with Frank Lorenzo." Amen. -----

Anyhow, I really appreciate the efforts of everyone involved in the publication of the newsletter, it's the glue that holds us all together. Sincerely, *Tom*
SFO, MDW, ORD, DEN, MIA

STANLEY S. SMILAN—5866 Bay Hill Cir, Lake Worth, FL 33463 smilan4congress@aol.com
Cleve, For the benefit of my friend and fan in the RUPA family, please note the above e-mail address change for the RUPA directory. Nov. 16 is birthday #72. Attended an Air Force Reunion at Kinross AFB, Sault Ste. Marie and the Capital picnic in DCA this year. Also made a simulator-run at a congressional seat in Florida's District 22 - land of the butterfly ballot. The web site is still running at www.stansmilan.com -- Sorry, but it's in intellectual format - requires at least half a brain to read. The site is expected to win an award for political website content.

Got a handful of votes - proof that there are still some faint signs of intelligent life in S.E. Florida. Remarkable display of support, camaraderie and fraternalism from Treasure Coast luncheon group. At the risk of being a pompous ass - could you please change my mailing label to read Captain Stan Smilan - I'm trying to impress the woman who delivers my mail.

Check for postage is on the way. Tailwinds
Sorry Stan, but our label program doesn't print salutations. Perhaps we could put PhD at the end.

BRUCE P. SMITH—2686 Fairfield Cmn, Chico, CA 95928

Hi Cleve, I sent an e-mail last year, but I think it was when your ISP was down, so I'll try again. This year was number 80 for me. My wife rented a place at the Sea Ranch, and had the whole family there for a party. A good time was had by all. We

had a home there for 20 years, so it was good to be back there if only for a week end.

Our health is OK for old folks. No new heart problems for me. My blood pressure is normal with medication, and at last check, my cholesterol was 127, and my LDL was 79, just what we were shooting for. Of course in the meantime the old knees are wearing out. This year completes 22 years of retirement for me, and if I can somehow manage to live for 6 more years, I will have been retired for as many years as I flew. Seasons Greetings to all.

Bruce

HUGH SMITH— PO Box 474 Avalon, Catalina Island, CA 90704 '48/'85

Cleve, I am quite late with the short message this year. There are several reasons for this, but I won't take the time or space to bother you. Marie and I are healthy, just the normal aches and pains that go along with the late 70's. Still fly the C182 and continue to commute to the mainland. I'm due for another FAA Physical and Biannual Flight Review in February of 2004. Dr Puskus is still my FAA doctor.

Marie and I, haven't been on a UAL flight in over 8 years. I always thought the ESOP idea sucked, it looks like I was right.

I lost my closest Pal and Buddy, Capt Jack Goodwin, what a great Pilot and Human Being. I have never met a soul, who did not admire Captain Jack. May he rest in peace!!

The check is in the mail. I hope and pray UAL is still around this time next year. A big thank you to the few who work so hard, for us in RUPA..

PLEASE NOTE MY NEW EMAIL ADDRESS.
flyboy1@catalinas.net. I will not be this late next year. I promise!! *Bud*

T. J. SOBOTA—1753 York Island DR, Naples, FL 34112 capnsobota@yahoo.com

Cleve, The second year of retirement has zoomed by. Carol and I spend the winter in Naples FL, and summer on our orchard in PA, north of Gettysburg. The spring was beautiful but the summer was dry. The drought almost took our crop but then a steady rain came and we ended up with about 25,000 bushels of differing varieties.

Last year we took a 21 day cruise from Dover to Le Havre and the Baltic Ports. The cruise line went out of business after our return. This fall we took a

fall color cruise from Boston through the Maritimes and up the St Lawrence to Quebec. Both were so reasonable we couldn't eat at home for the price. I spend my time in Naples playing tennis and volunteering at the Naples Botanical Garden. Also I help lead and side walk at the Naples Equestrian Challenge, A therapeutic riding stable. Last year I helped the same type of challenged individuals to sail small boats in Naples Bay. One of the sailors is a 15-year-old-boy who is wheelchair bound with CP. We hooked up an electronic control to move the sail and rudder. He is in control of his direction for about an hour a week. Very satisfying and fulfilling.

Carol found a beautiful bit of paradise here at Windstar before I retired. This is our 5th winter and it is a busy season with all the social involvement one could want. We would stay here year round if it were not for the orchards. You can take the boy off the farm deal.

Thanks to all of you at the RUPA office for getting out the *RUPANEWS* and the research you all do to keep us informed... *TJS*

DAVID B. STEWART—2201 Palomar Dr, Roswell, NM 88201

Fellow Retirees: I flew my last DC8 trip for United 31 years past. I read the *RUPANEWS*, searching for a familiar name and finding very few. Sorry to read of Bill Dunkle passing away. He and I both flew the bush country. He was a real gentleman! All you guys take care of your health hang in there! I miss you all! I'm in good shape and doing OK.

Dave

JIM STRONG—22740 San Juan Rd., Cupertino, CA 95014 - '67-'96 LAX, SFO

Hi Jock, Hope things are progressing well for you. Because Dorothy and I turned 66 this year, we thought we would go back to Chicago and visit Carl Schurz High School where we started dating 50 years ago, then take a leisurely trip along Route 66 back to the west coast. Instead we found ourselves in a "How I spent my summer vacation" scenario. In June I was diagnosed as having an inoperable brain tumor, likely a metastasis from my '93 melanoma, with no treatment until having another MRI in two months. So we learned about the Gamma Knife and other fun things. Fortunately the second MRI showed significant shrinkage, of what

now probably was a hemorrhage. Couldn't have asked for a better finding. Another MRI follow-up scheduled for May. So we're back to enjoying retirement and smelling the roses. *Jim*

CLIFF TERRY—1715 Indian Wells Way, Clayton, CA 94517 cterry20@juno.com

It's been a busy year. I've been President of the local Parkinson Support Group for the last year and a half. We have three different groups that meet every month on different days. That really keeps me hustling. We organized a seminar for last month at the Concord Hilton. We were hoping for 300 guests, but we only got 225. It was an overwhelming success though. My Parkinsonism is progressing slightly, but in the wrong direction. I am falling more, so when I'm out & about I usually take a cane for support.

We took a driving trip back to the Midwest this summer. Visited family & friends, and went to my 54th year high school reunion. Took a trip to Kansas City in September for a Parkinson seminar. At the K.C. airport, on the way back, I was searched, had to take my shoes off to be x-rayed. Went to Dallas last week for a retirement party for an old friend. Departing Dallas, guess what, I got my shoes x-rayed again and my pockets turned inside out. At least they spoke English. The retirement party was for a friend retiring after 30 years with Delta. Another guy there was one I had soloed about 40 years ago and had spent 35 years flying for Northwest, about 34 of those years as Captain. I hadn't seen him in all that time. *Cliff*

ANTONE J. TESTA—32302 Azores Rd, Monarch Beach, CA 92629

Hi Cleve, Sixteen years retired and a perfect record of being late. Frances and I had our 50th anniversary in September. She had both knees replaced in 2000 and I had a hip done in April of this year, and we are both doing well. The operations were performed at Hoag Hospital in Newport Beach. We both had the same excellent surgeon. If anyone is in need of such surgery, feel free to give us a call. 949-496-9839

Our grandchildren, five only 15 minutes from us add much enjoyment to our lives. We get to spoil them rotten and then take them home.

My thanks to all of you who make the *RUPANEWS* possible, and to Doug Wilsman for his report. *Tony*

CHARLES F. THOM—3202 N. 151st Dr, Good-year, AZ 85338

Hi Cleve, I'd like to meet you sometime. I devour every word of *RUPANEWS* as soon as it arrives. No personal news, but I would like to mention that I always thought I could walk away from flying after 37 years and 20,000 hours without a backward glance. No more for me, as I should be dead about seven times already. (Vietnam & civilian, no UAL incidents) However, I dream about flying nearly every night: UAL and Navy. Just won't go away. Oh well, *Chuck*

GARY TIMM — 7565 SW Wimbledon Cir. N, Wilsonville, OR 97070 capttimm@msn.com
Just realized I'm in arrears with mailing fee – check remitted, apologies submitted. Only been 18 months since I parked the 400 and haven't gotten into the retirement groove yet. Sold the house in Seattle this summer, put the household into storage in Wilsonville and went boating in BC for five weeks. Lenore and I are now living with daughter and granddaughter here in Wilsonville while looking for permanent digs in this area – boat will stay in Seattle. Regards to all, *Gary*

WATSON W. WADDELL—2575 Garwood Rd, Sicklerville, NJ 08081--JFK '68-'93--DC8, 747
Looking out here on the farm and seeing the yearly leaf fall jolted me into remembering the annual mailing is due--yes, we're still here on the farm in the most densely populated state.
Roots go deep but it is a chore, lucky we have some nice neighbors.
Hip replaced in Feb. and doing just great. Looks like some hunting this year, last year was a bummer, could only walk about 100 yds. If you gotta go-go first class, Rothman at Jefferson wrote the book. We're in departure/arrival for 27 at PHL but only get to see or hear a DC8 (UPS) or 747(BA) once in a great while. Now I know how my seniors felt about the DC3 and 6's.
No big trips this year, Iowa for a convention, hassle at ORD but thanks to great agents got 5 of us back to PHL when it looked grim. I felt good that at least the working troops are looking out for each other.
As you all seem to indicate in your letters, life keeps busy here also. Phyllis with quilting, crafts, me with VFW, farming and both of us involved

with family (both of our offspring and their families have houses here on the farm), and our local church keep the legs and brain going.
Thanks to all on the staff and for all our dear UAL friends. God Bless--*Watts*

RUSS WEIGHT 2695 Alkire St, Golden, CO 80401

Jock: Please excuse the longhand. My typewriter is in Golden and I am in the High Country have been on the beach for 27 years - still able to kick - not too high - so no complaints.

Thanks for all your work for the group. Stay healthy [*I'm working on it. J.*]

Russ p.s. Check to Cleve

IN MEMORIAM

GLEN ALLRED

Another one of the former United Air Lines "greats", Glen Allred, has taken the "Flight West". Glen was in my original co-pilot flight class of August 22, 1946. We took our DC-3 training in the original old, old Denver-Stapleton terminal area. Glen chose Denver and I opted for Midway in Chicago. All was well until the coming of August 1948.

I was on reserve and was assigned with the late Al Simko to fly The "Mary O'Connor" DC-3 to Glenview NAS to pick up W.A. "Pat" Patterson and wife, to fly them to Denver.

While we were in cruise, on the way to Denver, Pat requested permission to enter the cockpit and say hello to the flight crew. During the visit he asked us if we had any questions that he might answer. Inasmuch, as I was on the bottom of the pilot seniority list, I asked, "If there would be anymore furloughs in the future?"

He looked me in the eye and reassured me by saying, "Son, we are down to the bare bones and I just cannot foresee any more furloughs in the future!" We flew back from Denver the next day, back to MDW and shortly thereafter Glen and I and many more co-pilots received our furlough notice dated for September, 1948. I was not a quick learner, but from that experience, I deduced that if the CEO of the Corporation does not know what will transpire 48 hours down the road, how could I? History repeats itself and who would have thought at that

time that United Air Lines would be facing bankruptcy in 2002? Who knows what tomorrow will bring!

In 1947 President Truman had appointed a Special Board of Inquiry to investigate and make recommendations to improve air safety, due to a series of unfortunate airline accidents. On September 5, 1947 the Civil Aeronautics Board responded that they would hold hearings on airline air safety and recommend a solution. Airline management was generally opposed to a regulation requiring a flight engineer in the cockpit, while ALPA testified in favor of improving air safety by including a new flight crewmember and an extra pair of hands and eyes in the cockpit.

On April 14, 1948 the CAB decided in favor of improved air safety and recommended that a new Civil Air Regulation be instituted that after December 1, 1948, a Flight Engineer would be required on all aircraft certificated over 80,000 lbs, takeoff weight.

United Air Lines offered us the position of Flight Engineer after 3 months of schooling at the Cheyenne station. If not, go on furlough and hold out hopefully to going back as co-pilots within the next two years of grace period. I opted, as did many others, to take the offer but Glen decided to return to the Navy as a VIP Transport pilot.

After completion of flight training in CYS, I flew the next couple of years as a Flight Engineer while Glen was flying in the Navy.

Glen decided to get out of the Navy when he heard that United was hiring pilots again, He was hired on, not as a line co-pilot but as a flight instructor at the Flight Training Center. He moved through the ranks until he was in charge of the Denver Flight Training Center.

He had an outstanding career, and United Air Lines requested that he try to sell the surplus B720's they had. Glen was able to do this extra chore. Sometime later UAL had surplus Caravelles to be sold, and requested that Glen sell these aircraft.

Glen realized that he was proficient at selling airplanes and decided that he would go into business for himself doing what United Air Lines was requesting him to do. He resigned from the Training Center and opened his new business of buying and selling transport aircraft throughout the world. This he did, along with his son.

Glen kept in touch with his UAL classmates and

other UAL friends through the years and was a member of RUPA.

Many years ago he wrote a letter for the RUPA Newsletter on the importance of having a PSA to detect prostate cancer (PC). Glen had had PC and offered his expertise to any man who desired information on the disease. Some years later, I contracted PC and got in touch with Glen. He gave me some excellent advice on deciding on a treatment for fighting the dread male disease. He did the same for many other men who contacted him for counseling. We kept in touch by telephone and letter through the years. He was an excellent pilot, long-time friend, and will be missed. *Johnny Stefanski* (Class 8-46)

CARL P. KERN

I am writing to advise you of the passing of my father, Carl P. Kern (OPBOP), on 11/26/2001, at the age of 97.

His career began with NAT, a forerunner of UAL, in August 1932. He retired in 1969 with 37 years seniority and spent 26 years in SBA, and in 1995 moved to MKE to be nearer my husband and me. He always enjoyed the RUPANEWS and the RUE News, although at his age most of his friends had already flown west. Most sincerely, *Joyce Kern-Pabst*

LARRY ALLEN KINGRY

Larry died October 24, 2002 after a two year struggle with cancer at the age of 59. His family and friends gave him a surprise retirement party on August 25th and a celebration of life as a memorial on October 30th. Both were well attended and special and fit his larger than life personality. A man of many talents beside his aerobatic skills was his knowledge and love of music and the piano. Time spent at Larry's was often spent listening to Larry and Al Meyering trade off on the keyboards and the classics.

JOHN DAVID (Shenanigan) KNUDSON

John David Knudson, 61, a resident of St. Margaret's for 18 years and formerly of Arnold for nine years, died of pancreatic cancer October 5 at his home after a year long illness.

Born March 30, 1941, in St. Paul, Minn., Mr. Knudson attended St. Lawrence University in Canton, N.Y., and Columbia University in New York

City.

From 1962 to 1967 he was a corporate pilot and pilot instructor until joining the former Eastern Airlines. He also served in the Marine Corps Reserves from 1962 to 1965. He was chairman of professional standards and local media spokesman for the Airline Pilots Association, and testified before the Congressional Subcommittee on Aviation.

In 1991 he flew for United Airlines, and he went on long-term medical disability in 1999.

John attended Calvary United Methodist Church. He married Linda Henderson Knudson in October 1974. Also surviving are two sons, one daughter, and three sisters. Memorial services were held at the Calvary United Methodist Church.

FRANK C. LOOMIS

Frank passed away on September 18, 2002. He fought a long brave fight against his illnesses, but to no avail. His family lost a good father, husband and grandfather, and he will be sorely missed. He was employed by United for 30 years and was never happier than when he was flying. Now he will be able to soar forever! Sincerely, *Ruth Loomis*

TERRY O'HALLORAN

I sadly must report that Terry, my dear wife of forty-two and a half years, suffered a rupture of an aneurysm in her brain and died July 27, of this year. It was such a shock to all of her family and friends. You never know what can happen next! She was a wonderful mate to me and mother to our four children. She was an exceptional teacher and scholar. I feel so lucky to have been her partner at least as long as the time we had together, but missing her as much as I do is the hardest thing I have ever known. Every moment with a loved one is so precious. *Skip O'Halloran*

SHIRLEY SAMUELS

It is with a heavy heart I report the death of my best friend and beloved wife, Shirley, of almost 64 years. She had gamely struggled against lymphoma and finally lost the battle early on Thursday morning November 13, at Stanford hospital. *Bill Samuels*

CARL J. WOOD

For 28 years, Carl J. Wood taught flying to United Airlines pilots, drawing on his experience as a

fighter pilot in World War II and Korea.

Mr. Wood, who was awarded the Distinguished Flying Cross and a dozen other medals, died Oct. 25 in Denver after battling prostate cancer for 14 years. He was 81.

His can-do spirit flowed to his home life too, say his widow and children. "There was nothing that man couldn't do," said daughter Susan Paulsen, recalling that her father mastered radio-making, clock making and furniture building.

"He was the ultimate patriot, instructor and teacher," said daughter Lynne Cage. "And he was a wonderful father."

A welcome mat under a cheery fireplace at his home says, "The Woods, where the women are smart the men are good looking and all the children are above average."

During World War II, Mr. Wood flew sorties from a base in Greenland, searching for German Submarines.

After the war, Mr. Wood lived with his wife, Sue, in Salt Lake City, testing the P-51 fighter plane for the U.S. Air Force.

"We had no phone, so to let me know he was going to be home soon, he would fly over and buzz the house," Sue said, "A general in the field saw him do it one time...and he was off to Korea."

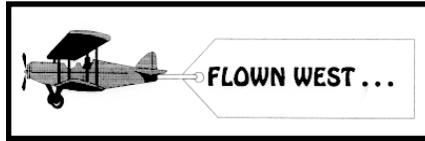
Mr. Wood flew 100 combat missions during the Korean War in his P-51, a model of which now is buried with him.

Before and after his 1981 retirement, Mr. Wood bought and tinkered with sports cars. "He put a supercharger on his Corvette," and inevitably was stopped for speeding, Cage said. "The police officer asked him, 'Aren't you a little old for driving 100 miles per hour?'"

"He took care of things for the family", Paulsen said. "People are so critical of *Father Knows Best* because it didn't portray what life really was. But that's exactly what our life was."

Son, Rick Wood, said his father was "about strength and honor. He was full of life until the end."





Terry O'Halloran	7/27/2002
Frank C. Loomis	9/18/2002
John D. Knudson	10/5/2002
Mason R. (Bud) Hawkins*	10/13/2002
Larry A. Kingry	10/24/2002
Carl J. Wood	10/25/2002
Carl P. Kern	11/26/2002

* *Indicates Non-Member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling 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 wind-swept 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.

John Gillespie Magee, Jr., September 3, 1941

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 CC, Stuart* 561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*Cottonwood CC., Sun Lakes, AZ* 480-948-1612
3rd Tue. DEN Good Ole Boys— 11:30am *American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-896-8821
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 Mths) Billingsley's (Odd Mths)* 310-821-6207
3rd Thu. Ohio North Coasters—*TJ's Wooster (Always coed.)* - 440-235-7595
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: January 24th, 2003

Mailing: February 5th, 2003



PERIODICALS

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