



RUPANEWS

Journal of the Retired United Pilots Association

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, Georgia and I were once again on the road to visit with fellow members of this far-flung organization. This time it was our pleasure to visit with the RUPA New York Skyscrapers luncheon group. The meeting was held at the beautiful Montclair Golf Club, in West Orange, New Jersey. What a worthy setting for a magnificent buffet luncheon. A hundred and one were in attendance, with members coming from as far away as Cleveland. We even encountered some snowbirds we met in February during our Florida tour. Many thanks to Ray and Pat Bernosky for inviting us and acting as our chauffeur. Ray has been the leader of this group for several years, and is now stepping down in anticipation of living elsewhere. We thank him for his many past accomplishments, particular in building up this group to its present size and, in lieu of flowers, the group's recent donation of \$250 to the United Airlines Retired Pilots Foundation in memory of members who have flown west. *[A great idea.]*

On other fronts, United continues to make progress in its effort to emerge from bankruptcy. United has recently presented its business plan to its creditors, and they apparently approved, although very little has leaked out to the public. This month, United restored 162 flights to its June schedule, increasing service to many domestic, European, and Pacific destinations, bringing operations up to 1722 departures per day. In July, United will add an additional 54 flights to its schedule, reinstating some flights to Asia that were canceled after the SARS outbreak. Have you used "Easy Check In" yet? I did on our last trip and it worked great. It must be easy, as it just crossed the 10 million-user milestone. Easy Check In is located in 26 airports and growing.

Here in the West, two events are coming up that merit your attention. The first is our Annual San Francisco RUPA Picnic, which will be held on August 12th at the Palo Alto Elks Lodge. All are welcome! Look for details on the following pages. The second is the RUPA Convention. The details and registration form are in this issue of the News. Remember the dates are October 28th through the 31st. I encourage you to register early, as some of you have already done. I thank you for doing so, and look forward to seeing you there. Fraternaly, *Rich*

DANA POINT RUPA LUNCHEON

The Dana point RUPA luncheon was held at the *Wind and Sea* Restaurant, Dana Point Harbor on June 17 at 1200. A pretty little lady named Brittany got our group going with a beverage of choice. Once again we opened the Deck early for some good conversation and food.

A number of the group are getting into some good picture taking. Bruce Dunkle brought a large picture of a local resident an 8x10 picture of our California protected brown pelican. Just across the channel from where we eat (fortunately downwind) a large flock of pelicans like to gather to communicate. Somewhat like our little group. Maybe we need a mascot for our group? Tony Testa bought a beautiful picture of a PSM. The color picture was taken in Panama in 1954. The picture shows the PSM at lift off using max power of 2 Wright 3350s and 4 500HP Jato. Tony was based in Panama for a couple of years. Nice flying! Jim Rollings recalled about the time he was a Staff officer in the Pentagon during the Cuban missile crises. He spent a couple years as a "spook" here and other places like in north Turkey on the Black Sea. Interesting work!

Paul Bruhler, who recently joined our group, recalled that he had 15 years with EAA and 15 years with UAL. He sure was keeping hopes up that he was not going to see a repeat of the "Disaster" he went through with EAA.

Actually little talk was about what was happening with UAL. At least the newspapers are quieter and the pension checks are being deposited.

On Deck were Park Ames, Carlos Benhard, Bruce Dunkle, John Grant, John Grady, Pete Hansen, Ed Judd, Bill Meyer, Bill Rolling, Jim Rolling, Ted Simmons, Tony Testa, Joe Udovch, Pete Moyer, Paul Buehler, and our always welcome visitor, John Callahan.

Next meeting comes early on the 15th of July. *Ted Simmons*

United Airlines 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

NEW YORK SKYSCRAPERS LUNCHEON

Upward and onward. The number of retirees attending the New York Skyscrapers Luncheons keeps growing. We broke the one hundred mark on Wednesday, June 11th at the spring coed gathering. The out-of-town guests made tall tales better to listen to. All had a great time, from the "Cleveland Crazies" along with Bob Schaet from Florida, and the Snow Birds who managed timely returns north. From the California front office of RUPA, Rich and Georgia Bouska had much to do with having both the old timers and recent graduates swell the number of attendees. When we say the Skyscrapers have a broad area of coverage, we mean it! CA, MA, PA, CT, NJ, VA, FL, OH are the states that were on the roster. When you add "Lippy" Lippincott, who passed his 90th, Jack Smith, Jim Wright, Ben Conklin and others who will not admit to anything over 39, you can visualize why tall tales are the norm in New York. Captain Bob Spielman, Chief Pilot - JFKFO also joined the luncheon crowd. When everyone had had his or her fill, the dessert trays and other goodies were still in ample supply.

Our thanks must be expressed to Capt Jack and Liz Smith who were our sponsors at the Montclair Golf Club. It is gratifying to know the Club has extended a return welcome for subsequent meetings.

Ted Garrity has reserved the date for the fall coed luncheon at Manero's in Greenwich, CT. Mark the date of November 6, 2003 on your calendar. Your future notifications of scheduled lunch dates are most likely to be sent by e-mail or obtained by reading the *RUPANEWS*. Pete Sofman is gathering a committee of New Yorkers who will use the Internet to reach you. When the new area representative is fully in place we will make more use of e-mail.

You are in the best position to aid those pilots who may be reluctant to drive longer distances without some copilot help. Make contact with those retirees residing near you and establish a car pool. It is a good way to reduce tolls and driving expenses. We had a generous funding for the cash drawing at the close of the afternoon. We gave away three cash prizes totaling \$185.00 and added to our cash reserve as well. The time spent by Irv Soble and Bill Reynolds manning the sign in table must be acknowledged too. Bud Berlinger, Ted Garrity and Geo. Schnell coordinated the people who planned coming and are on tap again for this November.

Respectfully, *Ray Bernosky*

THE GUPPY GATHERING 2003 OCTOBER 4TH

from 12 til 4 PM

Depot Park, 270 First Street West, Sonoma, California
(one block north of the Plaza)

All guppy pilots and flight attendants are encouraged to attend. Bring yourself, or anyone else who might like to have fun and reminisce about the "good old days." Please bring your own food and drink; barbeque pits are available.

FOR MORE INFORMATION, PLEASE CONTACT:

[Leon](#), [Bob](#) or [Larry](#).

Leon's e-mail address is: Vickyjune@aol.com or phone is: 707-938-4575

Bob Chaber's e-mail is RChaber@compuserve.com

Larry Whyman is DLWhyman1@aol.com

San Francisco Annual Picnic



Tuesday, August 12th from 1:00 pm to 5:00 pm
Palo Alto Elks Lodge 4249 El Camino Real, Palo Alto
Fully Catered Featuring ★Roast Chicken, Ribs & Sausage★
★Salad & Desert★ ★Soft Drinks, Beer & Wine provided★
All for only \$25 per person!

Send your reservation (and check) to Milt Jines
1752 Monticello Road, San Mateo, CA 94402-4032 (650-341-4951) by August 4th
FFF There will be a liars' contest EEE ... the person with the biggest lie
(Tall tale, yarn, description, airline or "sea" story ...) will receive a special prize.

SAN DIEGO LUNCHEON

Five faithful showed up at our luncheon. Bob Collins, Roy Holmes, Bill Pauling, Don Trunick, and myself. We enjoyed each others conversation until 1400. *Bob Bowman*

SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds held their monthly luncheon at the Airport Marriott Hotel on Thursday June 19th. There were 26 members in attendance. Several good jokes were told and lots of lively conversation and hangar flying took place. Some discussion of United's financial situation and stock price ensued as always. We passed the hat for funds to help pay for last month's Co-Ed luncheon and as always generosity prevailed. A good time was had by all. Fraternaly, *Bill Brett*

WILSMAN REPORT OF 6-2-03

The following report is derived from the Fitch Report and UAL Annual Report. The numbers Fitch uses in its analysis of UAL's pension situation are taken from the 2002 Annual Report to UAL's shareholders, dated 3-28-03. It's on UAL website.

United continues to face the largest under-funded obligation of the U.S. airlines (\$6.3 billion as of Dec. 31, 2002). Changes in pay rates and benefit formulas embedded in the airline's renegotiated labor contracts should lower benefit accruals and limit the growth of the airline's under-funded obligation. Even with the new contracts, however, United's existing benefit obligations to retirees and current employees cannot be altered unless some or all of the defined benefit plans (in particular the pilot plan) are terminated in the bankruptcy process and assumed by the Pension Benefit Guaranty Corp.(PBGC),the government's pension plan insurance body. [Emphasis added. Ed.]. Fitch believes that the cash flow effect of existing pension plan funding obligations is simply unmanageable for United in a post-bankruptcy emergence scenario, and will impede its ability to attract interest from outside equity investors in support of the reorganization plan.

Has your subscription to the RUPANEWS expired???

We constantly get calls from members wanting to know their status in reference to the \$25 postage fee. You can answer this question for yourself by checking your RENEWAL DATE which you will find on the address label on the back page of your most recent copy of the RUPANEWS

Indeed, estimated annual cash funding requirements of \$1 billion or more by 2005 represent an enormous claim on United's operating cash flow even after restructuring of its debt and lease obligations has taken place in Chapter 11. Therefore, United probably will be forced to terminate one or more of its employee defined benefit plans, with the PBGC assuming the terminated obligation.

Nevertheless, the role of the government remains a wild card in shaping the future of the industry and the capacity of individual airlines to cope with future cash flow challenges. The expected review of a future United Airlines request for a government loan guarantee as part of a bankruptcy exit financing package clearly reflects Washington's far-reaching power to influence the future of United-particularly if other sources of financing (including equity support) have not emerged by the time the company's request is considered. On the issue of pension funding, it is also possible that future government policy moves will ease at least some of the financial burden associated with the funding of defined benefit pension plans. Legislation now being discussed on Capitol Hill could alter the methods by which future benefit obligations are calculated, giving airlines and other U.S. companies more time to meet under-funded pension liabilities and easing future annual cash flow burdens. The government's willingness to consider pension reform, either as an airline-specific measure or as part of an economy-wide strategy, could be decisive in removing one of the key financial challenges facing the major network carriers over the next several years.

In addition, I have the United States District Judge's nine-page ruling, dated May 27th, denying the Soaring Eagles [*US Airways retired pilots assn. Ed.*] appeal of the US Airways A-Plan distress termination by the US Bankruptcy judge. The district judge denied the appeal on the grounds of "equitable mootness"---that to reverse the termination would be to reverse the Reorganization Plan whose underpinning was based on eliminating the future cash payments for the pilots' A-Plan after Congress turned down a request to change the required repayment schedules in the current law.

None of this stuff is a departure from what we have been talking about for the last two months---since the announcement of the terms in the giveback TA.

Stay tuned! The interesting part is yet ahead.

CUSTOMER SERVICE SIMPLIFIES BOARDING PROCESS

United has simplify its customer boarding process for all United and United Express departures. Unlike today's process of calling customers by row number, customer service representatives (CSRs) will board customers in four groups: 1, 2, 3 and 4. Apollo will automatically assign and print seating areas in large, bold text on each boarding pass. Compared with the current system, the new boarding process is up to 30 percent faster. For various reasons -- such as airport, facilities and cultural differences -- some international locations will continue to board using their local processes

SOUTHWEST PASSES REVISITED (One More Time)

Hi Jock: This may clarify this mess once and for all. (I hope).

Man, this subject sure has generated some kind of response, right behind Chapter 11 and DRE's I suspect. As I previously wrote, Southwest no longer requires a letter of employment from the UAL retiree. (UAL only). I read the letter, held it in my hand while in PHX on NAA business. I subsequently went to the Southwest ticket counter in PDX and received tickets for myself and wife in 5 minutes by showing my UAL Retiree Card. Since my note in the RUPA Magazine, several of you have tried with little success to avail yourselves of this feature. I obtained the Southwest Corporate Headquarters # from a recent retiree and contacted them with the following results.

Address changes, Snowbirds & Others:

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods: Cleve spring, 1104 Burke Ln, Foster City, CA 94404 – phone 800-787-2429

E-mail clevespring@attbi.com

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

- 1) The letter does exist!! Dissemination to the ticket agents has been poor. (Sound like good old UAL??)
- 2) The retiree card is good only for the retiree. If a ticket is desired for a dependant, the letter from UAL Benefits Center is required. (I was issued one for my wife erroneously at PDX i.e. didn't have the letter) Bill Dutton provided the Benefits Center # last month. (800-482-5236) Make sure they list dependants. Should you get a letter? You Bet!! I already have, to prevent problems in the future.
- 3) If the ticket Agent is having problems, ask that he or she check the "DRS". I was assured the authorization exists there. (wherever "there" is).
- 4) List. I was given 866-359-7967 as the number. They will give you a PNR # (equivalent to our record locator #) if you have not already specified a flight and date when you purchased the ticket(s).
Sure hope this helps...sorry for all the inconvenience this may have caused, but with the price of passes, it's sometimes cheaper to go Southwest these days. (And easier).

Dick Ionata DickIonata8@aol.com

The Washington Area RUPA Luncheon (STAG) July 16

If you have been wanting the inside scoop on the Air & Space Annex at Dulles, Oops, I am supposed to say the Udvar-Hazy Center at Dulles, do not miss The Washington Area RUPA Luncheon (STAG) on July 16. We will have Major General Dave Richwine, USMC (Ret) as our guest. Dave, who is director of development, National Air and Space Museum, will give a PowerPoint presentation on: The Nation's Aircraft Hangar -- The Steven F. Udvar-Hazy Center. We will be taking reservations between July 6 and July 13.

E.K. Williams

About the Cover: Aerial Mercury

Designed and built by the Aerial Service Corporation of Hammondsport, New York, the Mercury was a 3-place commercial bi-plane that was available with either a Wright radial or Curtiss liquid-cooled engine. Among the claims of outstanding performance was the manufacturer's announcement of a unique wheel-ski combination that was "extremely practical."

National Air Transport added Mercury number 15 to its inventory in 1926. There is no history of its use or serviceability, but it remained in NAT service for nearly 2½ years,

Technical Data:

Type: Single engine commercial biplane	Power Plants:	Curtiss C6-A 160 h.p.
1 pilot, 2 passengers or 350 lbs. mail or cargo	Payload:	500 lbs.
Span: 32'-9¾"	Range:	450 miles
Length: 22'-8 2/3"	Max Speed:	124 mph

How to use EasyCheck-in

1. Before heading to the airport, use Weblist or 1-800-UAL-LIST to make or change a listing.
2. At the airport, start EasyCheck-in by pushing the "Employee Pass Travel" button. Your United Travel Card or a credit or debit card will be required for identification purposes only. No charges will be made to the card during the transaction. NRPS and NRSA travelers who do not have credit or debit cards may check in at the lobby check-in counter.
3. Follow the screen prompts and take the boarding pass issued for NRPS business travel or the departure management card issued for NRSA pleasure travel and proceed through security.

United Airlines 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

United Airlines Retired Pilots Foundation, Inc.

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

RUPA 2003 CONVENTION REGISTRATION FORM

NAME _____ SPOUSE/GUEST _____

E-Mail Address (if applicable) _____

The convention will be held at the Sheraton Gateway Hotel, 600 Airport Boulevard, Burlingame CA, just three miles south of the San Francisco International Airport. Call the hotel direct at **1-800-827-0880** to make your reservations, mention RUPA to receive the special rate of \$89.00 per night. You must make your own reservation. You are encouraged to register early so that the organizers can make the proper arrangements; you can always cancel if unable to attend and your money will be cheerfully returned.

COST AND FEES

	Number of Persons	\$ Amount
Registration Fee: \$15.00 per person	_____ =	_____
Tuesday Dinner Buffet: \$8.00 per person	_____ =	_____
Thursday Banquet and Dance: \$16.00 per person	_____ =	_____
Dinner includes Wine.		
Banquet Dinner Selection. Show the number of your choice		
Salmon _____ Roast Prime Rib of Beef _____		
Chicken with Scampi _____		
 Tours:		
Wednesday, October 29. Tour of the Napa Valley Wine Country		
@ \$36.00 each	_____ =	_____
Hiller Aviation Museum		
@ \$27.00 each	_____ =	_____
Thursday, October 30. San Francisco City tour and Bay Cruise.		
@ \$32.00 each	_____ =	_____
USS Hornet		
@ \$31.00 each	_____ =	_____
TOTAL	_____ =	_____

Complete the form and make a copy for your records. Determine total amount due and send a check made out to RUPA, along with the completed registration form to: Richard C. Bouska

**2734 Crater Road
Livermore, CA 94550
Phone: (925) 443-4339
rbouska1@attbi.com**

RUPA SCHEDULE OF TOURS

Wednesday, October 29

A tour of the Napa Valley Wine Country. The bus will leave the Hotel at 0830 for a trip across the Golden Gate Bridge to California's premier Wine Country. We will stop at the *Gloria Ferrer Champagne Caves* for a tour and tasting. Here you will have a chance to compare three different sparkling wines in a tasting room with a commanding view overlooking the Napa Valley. We next proceed to the Town Square in Sonoma, which is surrounded by several delicatessens, restaurants and small shops offering something for every taste. Lunch will be on your own. While here you will have an opportunity to visit an original early California mission. After re-boarding the bus we will proceed to the *Viansa Winery* and Italian Marketplace located on a scenic hilltop for another tour and tasting. Four Italian varietal wines will be offered for your pleasure. *The Italian Marketplace* features Gourmet food items and gifts. After boarding the bus we will return to the Hotel.

7 1/2 Hour tour Includes: Transportation, Wine Tasting, Tour costs and Gratuities.

All Inclusive Price: \$36.00

Or

A 3-hour afternoon tour of the Hiller Aviation Museum. We will leave the Hotel at 1300 by bus to view an aviation collection dedicated to man's concept of flight: past, present and future with a wide array of aircraft spanning the development of aviation since the early 1800's. *Hiller Aviation Museum* highlights the many historic advancements native to Northern California and shows how technology today will shape the future of air transportation.

3 Hour tour Includes: Transportation, Admission, and Gratuities.

All Inclusive Price: \$27

Thursday, October 30

A tour of the Best of San Francisco with a one-hour cruise on San Francisco Bay. We will leave the Hotel at 0830 for a 3-½ hour motor coach tour of the City. Some of the highlights will include Chinatown, Victorian homes, Golden Gate Park, Palace of Fine Arts, Presidio National Park, breathtaking hilltop panoramic views of the City from Twin Peaks and a trip across the Golden Gate Bridge. We will stop at Fisherman's Wharf. Here you will have an opportunity for lunch on your own and a chance to browse the many shops. You will then board a ferryboat for a one-hour tour of San Francisco Bay. The boat will pass under the Golden Gate Bridge, circle Alcatraz Island and give you an unusual view of the San Francisco skyline. After re-boarding the bus we will return to the Hotel.

7 Hour tour Includes: Transportation, Bay Cruise and Gratuities.

All Inclusive Price: \$32

Or

A tour of the USS HORNET. We will leave the Hotel at 1130. The aircraft carrier *USS HORNET* participated in two of history's most significant events: World War II and the recovery of the Apollo 11 manned lunar mission. You will be lead on a guided tour by our own RUPA members who are docents on this famous ship. The tour includes the Flight Deck, Navigation Bridge, Hanger Deck, Officer Quarters, Medical Spaces, Engine Room and many other compartments and passageways. On board are several aircraft including a TBM Avenger, F9F Panther, F-8 Crusader, S-2 Tracker, F-14 Tomcat and an authentic Apollo Capsule.

4-½ hour tour Includes: Transportation, Admission, and Gratuities.

All Inclusive Price: \$31

LETTERS

BOB AHRENS—3914 Christian Dr, Belmont, CA 94002

Check-in time, and another year added to our lives on earth. Our health is still holding up and, if I can get my wife up to speed, we plan a Fall Foliage Cruise on the Miss Queen from St. Paul to St. Louis in September.

I still volunteer four days a week at our local Senior Center serving the noonday meal.

My hope is UAL can return to a profitable airline soon. Regards, *Bob*

Thanks for your continuous, unfailing assistance at folding & stuffing. Ed.

CHARLES D. BARNARD—5410 Bedford Ave, Los Angeles, CA 90056 CG-LA, 1943-1981

A recent issue of the *RUPANEWS* told of Jimmie Johnson's jumping out of a plane. I flew co-pilot for Jimmie on the Boeing 377 or Stratocruiser. He told me the story of this event, so I'll add to the tale.

Jimmie was flying the "Hell Stretch" or the route between Cleveland and Newark. A bunch of pilots were sitting around the hangar in Cleveland, talking about how fast this particular airplane would go without wings. He told me what plane it was, but I have forgotten.

Jimmie went out on a trip to Newark, and over Brookville, PA, the wings came off. As Jimmie said, "That there airspeed kept going up and up. I don't remember how fast it got, but it was pretty fast, so I decided to get out." He jumped out, and the plane came down nearby. He retrieved the mail, and walked into town to put the mail on the train. I had not heard the rest of the story, about his deputizing the drunk to guard the mail or about his failing the EKG many years later. *Charles*

BRUCE BARTON—1801 Green Valley Pkwy, Apt 1413, Henderson, NV 89074 1954-1990 DEN LAX EWR SFO

We will have a new address by the time this is printed. We are moving back to Henderson, NV, due to Joyce's declining health. She wants to live closer to our daughters. We haven't been able to travel this past year, so not much to report. Our new address is listed above. Look forward to the *RUPANEWS* each month. You fellow's do a great job. *Bruce*

CAROLYN BIGGS—9575 Kristine Way, Windsor, CA 95942 johnbiggs@compuserve.com

It was one year ago May 30th that my beloved John, (Capt. Johnny Biggs) died on Mt. Hood in a tragic climbing accident along with 2 other gentlemen, Rick Read and Bill Ward. On May 30th of this year the three families and close friends gathered at Timberline Lodge on Mt. Hood for Memorial Service for these three wonderful men. It was a time

for us to come together and remember them. A time to cry, laugh, talk and comfort each other. In a most befitting tribute to John, Rick, and Bill, six people from the Tualatin Valley Fire and Rescue Dept. of Oregon climbed to the summit of Mt. Hood that day.

These six people were involved in the accident last year.

They were just beginning their climb when three of them were swept down into the crevasse and the other three watched in horror. At the summit, they released rose petals that I had sent up and ashes from the remains of Rick and Bill.

It is still hard to believe that John is gone, but I know in my heart he is still with us all. This past year has been good and bad. I spent a lot of time traveling and dealing with the loss of John. My trip to Panama with the RUPA group was wonderful. Everyone was so kind and gracious to me.

My kids are doing pretty well. In February, my daughter Danielle and her husband, Kenny, had a baby girl, Jessica. My son, Jason, and his wife, Cindy, are expecting a baby in November. Jason, by the way, is now a Captain for the Air National Guard and flying as a pilot on the C130s out of Moffitt Field with the 129th Search and Rescue Squadron. My son Chris is working hard installing air conditioning and heating units. I tell everyone that two years ago we celebrated two weddings in our family, last year we celebrated the life of John and this year we celebrated the birth of Jessica and are looking forward to the birth of Jason's and



Cindy's baby!

I want to thank all of you who have been so kind to me and have kept in touch. It truly means so much to me. I plan to continue to live up here in Windsor, 65 miles north of San Francisco on Hwy 101. I am also very active in Clipped Wings as National Secretary. For those of you who do not know about Clipped Wings, it is an organization of past and current flight attendants for UAL and Capitol Airlines. Our national philanthropy is the Special Olympics.

I know that John is looking down and just shaking his head on what is happening with UAL. But, we must all remain positive and pray and hope for the best for a company that we all worked so hard for. Blessings to all and please stay in touch! *Carolyn*

LAURIE CANNON—5728 s. Olathe Way, Centennial, CO 80015

Hi Cleve, Bicycle riding, some flying, resurrecting an old farm house in NH and refurbishing a 1967 sailplane with my brother have kept me busy so far. I enjoy the *RUPANEWS* and try to read it cover to cover. Best regards, *Laurie*

JIM & CORRINNE BOYER—1150 6th St. S, Naples, FL 34102 - SFO, MDW, ORD, SFO, ORD ('57-'92)

Hi Jock, greetings from paradise SE. We just returned from our annual pilgrimage to the NW Prostate Institute in SEA and received an excellent report - PSA is still showing 0.1 and the gland is still staying very flat (according to the digital exam!).

Anybody needing information concerning prostate cancer and its treatment contact the Institute or me. We continued down the West coast to SFO and spent a weekend in Napa Valley. Good wine-good food-lots of fun. We continued down to SAN for a few days with my sister and then back to MIA. We enjoyed first class on all segment except the ORD-SEA and then that was in coach plus.

The new EZ check in is really easy! The employee travel card has all the info and everything else is touchscreen. One interesting side lite was at ORD. After the EZ Checkin we noticed that my checkin card had four SSSS's on it while Corrinne's did not. I was soon to find out that the SSSS meant Special Security Strip Search! Well not really, but I was pulled out of line for the special honors that I thought was only reserved for drug screening of

flight crew. Interesting experience. I thought I was going to get the digital exam before we got to SEA! We have a new grand daughter - Faith Elizabeth, who was born in Oct. That makes eleven! We're doing well here in Naples, enjoying the summer liquid sunshine, playing tennis when the courts dry out and generally enjoying ourselves. The check is in the mail to Cleve. Thanks again to all the RUPARIANS who do so much for the rest of us. I really enjoy the website, thanks Bruce. *Corrinne Jim*

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

I was cleaning out one of the dusty corners and a RUPA Newsletter came to light, probably the only reason I saved it was because it had my name and that of many others who at one time or another ran United Air Lines. They did a much better job than some of the clowns who were of a more recent vintage.

I began my 34-and-a-half year career with United in 1938 and the pay was 210 bucks a month. Rented a room up on Beacon Hill for fifteen dollars a week from a widow lady who rented two of her bedrooms. The rear bedroom was occupied by Lowell Haas and he paid ten bucks a week. "Low rent district" I kept telling him. As a Passenger Agent he was making ninety-five dollars a month. You could buy a lot more for a buck than you can now. [*According to the BLS, \$210 in 1938 equals \$2732.98 in 2003 dollars. Ed.*]

In 1972 the Planes were bigger and the salaries were much bigger.

Those were the good old days and if we had known them by that name we would probably have enjoyed them even more than we did. Regards, *Chappie*

ED COLLINS—510 Crestview Dr, Sebring, FL 33875 tedcollins77@hotmail.com

Check is in the mail!! Sorry to see so many guys that I enjoyed flying with passing on, but it happens to the best, as well as the deserving. Like everyone else, I really enjoy the newsletter, lots of memories. Hi to all. *Ted*

GARRY H. COULTER—164 Brushy Hill Rd, Danbury, CT 06810

Cleve, Officially retired a year ago on June 1st, 2002. Being an ex EAL pilot and not enough time here to max out retirement, I joined the "Dark Side"

Went to work for the FAA as an ASI (Aviation Safety Inspector). The pay is fairly decent and I don't intend to be here forever. Look forward to the *RUPANEWS* every month. Many, many thanks to all who keep this publication coming. The checks in the mail. *Garry*

BILL EADS—424 Running Spring Dr, Palm Desert, CA 92211 760-568-1450 billeads@aol.com
ORD, DEN, DCA, MIA, DCA, LAX, SFO, LAX, DEN, HNL, SFO 1968-2003

Officially retired from the service of UAL effective March 1, 2003 after almost five years of PDI (pilot disability income). Decided to retire before the new contract became effective May 1st.

Being on disability with UAL is like being in the twilight zone, as no one seems to know exactly your status - retired or not-retired! At least now I am in the same boat as other RUPA members - hoping that those retirement checks will continue forever.

Donna and I continue to enjoy the good life in Paradise - playing tennis and golf everyday at our club and rapidly losing interest in traveling by air. Summer time in the desert is becoming my favorite time of the year as many of the snowbirds leave and it evolves into a very laid-back atmosphere here. The high temperatures are easily combated with adequate fluid intake (Coors Light works best). Until next year, *Bill & Donna*

E. EUGENE EAGAN—419 Atkinson Dr. #1504, Honolulu, HI 96814 gene.eagan@worldnet.att.net
Dear Cleve, Another year has passed, three in all, and I still wonder why I seem to have no time.

Once again I wish to thank all of you who put so much into the *RUPANEWS*. I especially enjoy the tidbits of those with whom I have associated over the 31 years of my career. This year, with all the turmoil, I found the publication to have been especially helpful in keeping the group informed. I know that I would have missed a great deal without your information. The company is, certainly, not a fountain of information. *[At this point, I should interject a big Attaboy for Bruce McLeod who has kept the Rupaweb almost up to the minute and certainly up to date. Ed.]*

I am still splitting my time between Honolulu and the mainland, but my stays are getting longer on both ends. I guess the hassles at the airports are

wearing on me. I have nothing too exciting to expound upon; however, I do have a money-saving tip for those who travel and are away for over thirty days. If one's vehicle will be idle and is garaged, a simple call to the insurance company will allow one to suspend about 80% of your insurance premium. Essentially, suspend all but the comprehensive (in case of fire or theft). This little known service is provided, but not advertised, by the insurance companies. (The reason for same is obvious.) As you can see, I have followed your (not too subtle) suggestion and have used E-mail. Just kidding, I know it cuts down on the workload. I will have to FAX you my check, separately.

Once again, my sincere thanks for all the effort expended to make this the fine publication that it is.

Aloha, *Gene*

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

Hello Jock: This is my thirteenth letter to RUPA - that equates to a chronological age of 73 - I don't feel it, I don't look it, to me it's just a number. I have had two shocks since my last letter, First, UAL in chapter 11, second, an article I read in the *Chicago Sun Times*. The article is titled "Clash in the Cockpit" written by Paul H. Weaver, former assistant managing editor of Fortune magazine. The words are shocking and are excerpts from his forthcoming book titled "Shame of the Friendly Skies." His targets are two former MEC chairmen, Dubinsky and Hall, and current ALPA attorney Goldstein. The subject matter is the disappearance of a 40 million dollar secret payoff that was paid to them by former CEO Stephen Wolf in 1989. He labels it blackmail and extortion. If you would like 30 minutes of intriguing reading, go to your computer and download to Chicago Sun Times dated April 13th and April 14th for the article titled "Clash in the Cockpit", hit SEARCH and hit key word, or type in <http://www.suntimes.com/output/business/cst-fin-united-13.html>. The twelve-page article, quotes from Mr. Weaver's book, will shock you as it did me. Was it the beginning of the end of ESOP? Was it the beginning of UAL in chapter 11? Until next year, when hopefully United will return to some degree of normalcy where we can worry about our golf score or the fish that got away Au revoir, *Pierre*

The article you refer to was the scandal du jour for

a few days on Boyle's on the UAL/APA forum a few weeks ago. The book was originally commissioned by the MEC to chronicle the crowning edifice of Hall's chairmanship - the ESOP. The writer was given unrestricted access to the MEC meetings and personalities. When things turned sour, the MEC paid Paul Weaver for his work and cancelled the book; but Mr. Weaver kept the copyright. Writers hate to waste their time, so it seems that Mr. Weaver has turned his research into another kind of book. I will read it with interest, for I'm sure that he got the facts correct, if not the light in which he has cast them. In the discussions on Boyle's it was made as clear as could be agreed by aging memories, that everything that transpired in those times was legal. I don't think any pilot ever lost any money because of the various transactions involved in the feeding frenzy (as one person called it) of the investment bankers and smaller fish involved in the breakup costs of United in the ESOP. Though one might be aghast at the large sums casually bandied about, my son the V.C. tells me that it is what is called "chump change" in the business, and nothing unusual. In selling a book, one titillates the putative readers with the sauciest bits - I will wait until I can read what is the meat and not just the sizzle.

This just in: Excerpts from a forthcoming book, *The Shame of the Friendly Skies* by Paul H. Weaver, which the *Sun-Times* published April 13-14, 2003, incorrectly described details of a financial transaction related to an unsuccessful bid by United Airlines pilots in 1989 to buy the airline. The excerpt asserted that in 1989, the board of UAL Inc. made a secret payment of \$40 million either directly or indirectly to Eugene Keilin, then a partner at the investment banking firm of Lazard Freres, who represented the pilots' union. Keilin denies that such a payment was made. The book's author, Weaver, stands by his assertion. However, *Sun-Times* research found no evidence that such a payment was made. Chicago Sun Times.6/23/03 Ed

CHUCK GEORGE—PO Box 460, Stanwood, WA 98292, mycaptain@earthlink.net
 Just a note to say that I'm alive and kicking, and tomorrow is my birthday. I only mention that to prove that I'm not late with this. I know that you know that, but some of the guys I flew with, are going to be surprised that I'm on time for some-

thing.
 I decided to become an emergency substitute teacher, and these days, a complete background check is required. This involves having to get fingerprinted, so I went to the local Police Dept to have it done. So far the Washington State Patrol has rejected 4 sets of prints and the FBI has rejected one. The PD is trying to put a good face on this, and tells me that they are not as picky about their requirements. It does cause me some concern about the use of fingerprints in criminal identifications. I have some serious doubts that the criminals are willing to return and leave their prints 4 or 5 times (Perhaps more) so that someone can figure out who they are. I have begun to lose interest in substitute teaching anyway, so perhaps they are trying to tell me something. I was only doing it because my wife wanted me out of the house, but I've got her working now, so I can go back to my slothful ways.

Thanks to all of the folks who get this fine publication to us. *Chuck*

JIM GWINN—9400 E. Grand Ave, Greenwood Village, CO 80111

All is well with the Gwinn family, 17 years retired and counting. No major infirmities to report and

BIZARRO Piraro



keeping very busy with family and grandchildren. Our daughter Kathy, in her 31st year as a flight attendant with United, has opted to retire as of the 1st of July. She still loves her job, but the future pay, working conditions and the increased number of commutes (PDX-SFO) is making it less enjoyable every day, very little choice of good pairings. At least she and her husband are comfortable; one son is out of college and the other has one year to go. The golf swing is as good as it has ever been but can't seem to get the real low scores as in the past. Last October I played in the World Super Seniors (Over 70) Golf Tournament at Tanglewood in Clemons, N.C.- Shot my age (76) in the first round- 3 shots off the lead- put my clubs in the bag rack and went in to get a beer. You guessed it- when I came out, everything was gone. I borrowed clubs for the next 2 rounds of the tournament, but my brain was fried and the clubs might as well have been a rattlesnake in my hands. I'm OK now, have a good set of clubs and am looking forward to some good golf in future tournaments this year.

We have an active summer planned. Two high school reunions and a family reunion coming up soon plus officiating at the USCA senior Am in Bristol, VA. We are still traveling, primarily to San Martin, CA to see daughter Trish and her family and also keep up the house, get in some golf in the Monterey area and see other friends there.. Tommy and I did a lot of traveling in Colorado and Wyoming to make Awards for the Military Order of the World Wars to College ROTC and High School JROTC units. We have a total of 29 units to serve and as I indicated last year, these cadets are a wonderful bunch of dedicated and patriotic young men and women. We should all be very proud of their service in these units and later on, as officers in the Armed Forces.

Thanks to all the Staff and volunteers for your continued efforts in getting out the *RUPANEWS*.

CARL HANKWITZ—46-159 Meheanu Loop, Kāneʻohe, (Oahu) HI 96744, ORD, DENTK, SFO CaptCarl@aol.com

A lot has happened this past year. Good thing I am retired so that I had time for it all ...

I reconnected with my first girlfriend ... 47 years later. It all ended up with Elise and me getting married on a beach here in Hawaii in November. Life is wonderful!

A month later I discovered that I had PROSTATE

CANCER. Having two other brothers with the same affliction (including retired UAL Capt Fred Hankwitz), and a third brother who is an M.D., ... we did some good old synergism. Along with some wonderful information from several UAL pilot friends ... and the internet; I was led to the Loma Linda Univ. Medical Center located between ONT and PSP airports in California. Their proton radiation treatment gave me a better chance of survival than surgery with NO side effects. I did some heavy consulting with all the top doctors in Hawaii, my brothers, my new wife (who is an RN) and then headed for Loma Linda. Their facility was designed and built by the scientists at Fermi Labs, outside of Chicago. The facility cost over \$400 million to build, and has treated over 7,000 prostate cancer patients. <http://www.llu.edu/proton/>

The Loma Linda facility is presently the only facility in the country actively treating prostate cancer with proton radiation. The Harvard Medical School in Boston is using a small facility for research. Several new centers are going to open up within the next several years: Univ. of Indiana in Bloomington, M.D. Anderson Cancer Center at the Univ. of Texas and another one just now in the planning stages in Jacksonville, FL.

I have just returned from treatment and feel like a new man! What a wonderful experience! I have the UAL traditional medical and all was covered. Even Medicare now covers the proton option at Loma Linda. Just call 1-(800) PROTONS. They will answer any questions.

If anyone reading this is EVER exposed to prostate cancer ... please take the time to contact me. I am now a walking, talking encyclopedia on the subject. One last thing; DON'T FORGET TO GET A PSA BLOOD TEST AND "FINGER WAVE" EVERY YEAR! Mine saved my life!

Best regards, *Carl*

While on matters medical, an excellent Internet site has been brought to our attention – GlobalRph.com. It seems to contain just about everything that is in the PDR for drugs. It is from a site located in the VA medical center in Detroit. Ed.

JACK HARPER— 100 Ridge Rd, Unit #1023, Lahaina, HI 96761, jaharp7@aol.com
Hi to the RUPs. I wish to thank Al Schmidt for the kind words posted in his last letter to RUPA. It is good to reflect on the contributions others have

made to our lives and I would like to do the same. My initial thoughts are of Chuck Woods, Warren LeRoy, Kenny Bunker, Lee Higman, Jake Wotipka, Marv Stolley, Leon Wollard, Jim Christman, Tom Boyle, Al Kreymeyer, Dick Betchtel, Bill Horn, Frank Chidister, Paul Warf, Rod Greene, Tom Kenney, O.D. Glassburn, Pat Carter, Walt Schroeder, Bill Lintz, Frank Chidester, Don McBain, Jim Stowell, Bill Fife, Ed Riehl, Cliff Bloom, Ed Cullerton, Warren Mugler, Glen Dorward, Win Coomer, Johnny Grosso, Harry Hoover, Kenny Benson, Bill Methvin, Ernie Knudzen, Bob Spiek-elmier, Johnny Carlson, Dale Cavanagh, 'Dub' Smith, Burt Sumerall, 'Chappy' Cook, 'Oats' Tokel, Emmet Ohlert, Don Trunick, Bob Bowman, Lou Hallett, Johnny Mainhood, Gerry Beyers, Wally Amling, Bris Pitts, Orv Schmidt, Lenny Jones, and Lowell Heacock, just to name a few. Check's in the mail. Best Regards to all. *Jack*

PAT & PATTY KEELEY—3505 Tuscany Dr, Idaho Falls, ID 83404 208-557-0777 Patrick-Keeley777@hotmail.com

Cleve, I flew my final retirement flight in the 747 all the way from Los Angeles to Denver on December 29th, four months before my normal retirement date. There were 13 relatives who joined me. It was quite a celebration. All of us had spent two days in Las Vegas before that.

My wife Patricia and I now live in Eastern Idaho and are enjoying it here very much. We plan to travel and enjoy all the outdoor activities. We have already taken an 8,300-mile road trip and looking forward to DRIVING on most of our future vacations.

I, like everybody else, hope United survives. It looks better today, May 31, 2003, than it has for several months.

We enjoy visitors so please stop by. We are just a couple of hours from Yellowstone. Best of luck to everybody. *Pat & Patty*

WILLIAM C. KLETT—20369 Chalet Ln, Saratoga, CA 95070

Hi Cleve, Here's my check for postage plus a few extra dollars for whatever.

Bonnie and I are enjoying Lake Almanor, even while doing another major project. My neighbor and I agreed to help each other install new concrete driveways to replace the dusty gravel drives. His

driveway requires about 96 cubic yards and mine is 51 yards. We poured 81 yards last week on his with another 15 to go this week, and then will pour mine in two days. Of course, we are both doing color in the cement. I might as well spend the money now while the pension is still viable.

I can see it now, Bonnie will want a new driveway on our Saratoga home when we return in the Fall. Hope you are well, and Jock and all the other great volunteers of RUPA. Have a good summer. Best regards, *Bill*

RAY KUHLMAN—PO Box 1395, Kinston, NC 28503 tool@miaail.icomnet.com

Ray spent just over a week in the hospital with dehydration and kidney problems and is now home on therapy for weakness. Please keep him in your prayers and if anyone wants to e-mail, the address is tool@miaail.icomnet.com. Thank you, *Ruth*

Kuhlman

PEGGY KUHN—1153 Camino Velasquez, Green Valley, AZ mmkuhn99@aol.com

I do look forward to the monthly Newsletter, many thanks to those involved. I am happy to report that this year has been an improvement over last year.

Now, that my daughter has finished her chemo and radiation for breast cancer and seems to be on a road to recovery, we are all thankful. I appreciated the support I received, from George W. Howell, Jr. and health information. My daughter and her husband are still busy with their triplets (all boys-three in June) and their daughter four. They keep me busy, too, when I visit them in NJ. Thanks, again.

Peggy

ROD LION—PO Box 367 Enumclaw, WA 98022 captlion@comcast.net

Hi to all, Well, another year gone by and is well here in Enumclaw. House is up for sale, too much work and too time consuming. A new motor home all ready to hit the road, and fishing reels are all oiled up. I hope this year brings good things to all. Check is in the mail. :-)
Rod

W. (BUD) LUNDE—3133 Tokay A. Pleasanton, CA. 94566

Dear Cleve, Enclosed is a check for another year of that fine RUPANEWS.

It seems that most of us have a real sense of sad-

ness as United struggles in bankruptcy. Of course, I worry about my pension and health insurance benefits, but my heart really goes out to the current pilots and employees of UAL! I almost feel guilty that I had such a rewarding and for the most part enjoyable career with United.

My wife, Louise, and I enjoy retired life with four grandsons and this July a long planned trip to Norway. We even get to travel like real people with tickets on United from SFO to London.

Thanks for the great work all of you do in publishing the *RUPANEWS*! Sincerely, *Bud*

PETER M. LYNCH III—381 Sunrise Dr, Golden, CO 80401

Hi Cleve, I cannot believe that a year has passed since my last flight with UAL. We have not had much of a “retirement” though, since I began flying for NETJETS in September. With UAL in bankruptcy it is a good cushion, especially with the benefits package.

The flying is interesting, but it is also a lot of ground work, loading bags, cleaning cabins and loos, doing the catering, etc. I’ll probably stay at it until Medicare and Social Security kick in. Quite a number of former UAL friends there also.

Nancy and I hope to get our California fix one of these days; perhaps the schedule will work out for the convention. Thanks, *Pete*

ALLAN G. MAY—1913 Harbour Circle, Cape Coral, FL 33914 rnavaljoc@cs.com

Dear Cleve: We hope you are well and also our editor, Jock, who also does such a great job for all of us.

Health-wise we're in good shape except for a very slight set-back a few months ago due to a broken leg. (Don't ask, some of you know me) It finally occurred to me that after five days of walking on it in a swelled up condition maybe I should see a doctor. His first words were "You're not going to like what I'm going to tell you". So now, with a steel plate inserted along with five screws, I can drive them nuts at the security gate. Seriously, after reading about some of our dear friends problems and what they've been going through, we should be thankful for such minor problems as broken bones. Ted Sabota is doing a great job of getting us together here in Ft. Myers. Let's hope we get through

this period of inadequate management at UAL and emerge successfully. Check sent, *A*
HOWARD MAYES—224 Bradely Foster Dr, Huntington, WV 25701

Dear Cleve, Better late than never. Computer problems. Things are rolling along about the same — am now 85 and getting older faster and faster. Had the gang here to help celebrate, twenty-two souls representing three generations.

The *RUPANEWS* is still the best reading and I can't thank the hard working staff enough. The bankruptcy was a blow, and my heart goes out to all the employees who will suffer and must make new plans.

Fran and I are still kicking, but not as high as the good old days. We have been in this retirement village for seven years and I thank the Lord for our making the big decision long ago.

My best wishes and good health to “you all” *Howard*

GEORGE D. MCCULLOUGH—17662 Division Ave, Suquamish, WA 98392 geo-mac@sprintmail.com SEA, SFO, DEN

It has been ten years now since I retired from UAL. Sure hope it is still there in another ten. My health is still good so I plan on being there.

I always enjoy the *RUPANEWS*. Thanks to all involved. *George*

TOM MEZGER—6217 N. Ponderosa Way, Parker, CO 80134 Ualglasscapt@hotmail.com
Cleve, The Romans' knew what they were talking about! “Tempus fugit” The year since retirement, as fleet as a dream.

Look forward to the *RUPANEWS*; its entire contents, especially, the “Wilsman Report”, but particularly, the personal reports by fellow retirees of life and lives post-UAL careers.

Continue to fly my N3N-3 ten to fifteen hours each month here in the Denver area, taking customers aloft behind the sound of the radial engine and the “wind in the wires” in my “Biplane Scenic Flights” second career.

Again, thoroughly enjoy reading the “NEWS” each month and the check is In this mail.

Thanks to all who make this fine publication a reality! *Tom*

RAY & COLLEEN O'SHEA—19 Sutherland Ct, Highlands Ranch, CO. 80130 rayoshea@datsit.com
Greetings from now wet and colorful Colorado.

This is the first report since my 2001 letter, was edited out a bit. Oh well, I consider it water under the bridge and hope this letter goes through unscathed.

There is certainly a wide variety of commentary about the dilemma that has overtaken our once great airline. On June 8th 2003 the Denver Post ran on extensive story about UAL entitled "Turbulent Times." It featured Rick Dubinsky, 3 terms ALPA chairman at United Airlines. Also featured were CEO Farris, Wolf, Greenwald, Edwardson, Goodwin, Creighton and now Tilton. I retired in 1984 before the "Shaw hit the Shan" and all hell broke loose.

Many of our Ruparian comments regarding the UAL conditions are interesting to read. There is a trend just lately to be more optimistic about a UAL recovery. One exception to this optimism is the "Requiem" by Hal Sprogis in the May 2003 *RUPANEWS*. Several other letters reported that there is nothing they can do to help UAL to survive. A few others made the comments that they hope and pray that United survives and makes a comeback. Ah so! There is something we can do.

Maybe the tremendous wisdom, work and guidance of W.A. Paterson in building this once great airline will not have been in vain, so we hope & pray. My poly-neuropathy "CIDP" has slowed this old man down but I do stay active in the church and charity work, and pretend to be a golfer yet. My neurologist took me off prednisone two years ago for which I am very grateful. Now I am approaching that eight OH! year.

The great Will Rogers once said that life begins at forty – which forty he meant I am not sure. A check for \$50.00 to cover 2002 & 2003 dues is on the way. My thanks to the RUPA crew and to the great work they do on the journal. I hope this letter passes muster. *You get an A minus. Ed Mahalo, Ray*

BOB OLSON—24186 N. Grandview Dr, Barrington, IL 60010 MDW-DEN-ORD 51-85. Pelican78@juno.com

Dear Jock & Cleve, thanks for all your time and effort to get the news out to this scattered group. 'Tis a fine job that you do. Soon time for wife Edie & I to head north for the summer.

I share the feelings of many others that our

time with United was great and am thankful for that. These are trying times for current employees and those furloughed. I am an optimist and believe that United will survive. Best Wishes to all fellow retirees, *Bob*

MICHAEL PATERSON—PO Box 8455, Ketchikan, AK 99901

Dear Cleve, Nothing new to report from Alaska. Hope this year will bring better news about UAL's predicament. I was wondering if UAL's management also negotiated a reduction in the cost of leasing and does Southwest lease or own most of their fleet?

Time for me to do a little fishing. Thanks for keeping us posted. *Mickey & Sigi*

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

Jock: I enjoy reading about how all our fellow pilots are doing. Keep up the good work. Here are a couple of extra bucks to cover someone who may not have been as fortunate as I have been.

Regards, *Michael*

WILMER R RICHARDS—1421 Canberley Ct, Trinity FL 34655

Hi Jock: Well, once again you have had me scrambling for my *American Heritage* to look up a word - "tautology." Now I'm smarter than I was yesterday. Either I'll remember what it means or I will not remember what it means. Bush? This no longer vociferous Republican can assure you of one thing: I will vote for George if either Hillary Rodham Clinton or Al Gore runs against him. Oth-



erwise I'm not sure. [*Well, the fat lady hasn't sung yet! Ed.*]

You'll note I'm on time this year. Once in a row. A record for me. Health? Don't ask. My wife and I both use one of those weekly pill thingys. Once a week we sit down and fill it up with all those pretty colored pills. The trouble is we seem to be refilling them every three or four days. Is it us or is time really rushing by? Anybody else have this problem?

Thanks for holding RUPA together Jock. Hang in there. *Bill*

ANTON P. SATORIUS - 2300 Reno Drive, Apt. #211, Louisville, Ohio, 44641 ETSatorius@aol.com

Dear Cleve and Group, Twenty-eight years (as of April 17th) in retirement, and still miss the "rat race." Loved that job!!

Esther and I decided we had enough of a large house and acreage, so we are now in a small apartment and loving it; although, it does take a little getting used to the "down-sizing"! We're finally getting to do the things we've been wanting to do for years. You can get lazy living like this.

Our dear friend, Capt. Bill Riley, passed away recently, and we will miss him dearly.

You guys do a great job, and it is greatly enjoyed. Keep up the great work. As ever, *Tony*

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

Life is still good here in our valley. Gayle and I are very much involved in activities here at our club. We also enjoy getting together with our monthly golfing group of retired pilots.

Not a great deal of long distance travel last year, although we did go to Wales for the World Airline golf event. We also took friends to Hawaii on buddy passes.

Best wishes to all and many thanks to those who do the *RUPANEWS*. *Ron*

MRS. GEORGE (DOROTHY) SAYRE—43609 S.R. 124, Racine, OH 45771, new e-mail address ds214395@ohiou.edu

Dear Cleve-- Truly, your check is in the mail! It has been over three years since George died. Since then I've finished my Bachelor of Science degree in journalism at Ohio U., and am finally selling some

writing as well as photos. Now my push is to sell this place and return to the West. Anyone have friends who would love a home along the banks of the Ohio River?

Our house was selected and featured as a Dream Home for Sale in Country magazine Dec/Jan 2001. Am selling it furnished, so it would be ideal for summers of water skiing, fishing and gardening. A beautiful home with a million-dollar view. Same phone number (740) 992-7239. Help me find a buyer. Thanks! *Dorothy*

Professional courtesy for free real estate ad to graduate journalist. Good luck. Ed

AL SCHMITT—742 Spyglass Ln, Sequim, WA 98382 jalschmitt@earthlink.com LAX 66-97
Hi Jock, Cleve and all my old friends. WOW! Time is moving at .85M. Six years already. Life has been very good to us-even with United's big troubles. I must say that no matter how it all turns out-it's been a hell of a ride and a great privilege to have been able to fly and command those big beautiful birds.

We still love living in a small town. I've joined a Barbershop Chorus (some of you may remember me trying to sing while flying. I never chewed gum at the same time.) and I'm playing racquetball again. Also joined a flying club and enjoy the view from 1,500 ft. We boat a lot in the summer. Patricia is still very busy as a city councilor, proponent, and advisor to several groups. She still finds time to photograph, sew, and be creative. We are enjoying our time together.

Let's all hope for the best possible outcome and prepare for the worst. Thanks for all the work you do for us. *RUPANEWS* is great. Check to Cleve. *Al*

BERNALD S. SMITH—1019 Whitmer Ct, Fremont, CA 94539 bernaldd@juggernaut.com
SEA/SFO/LAX/SFO/TK/SFO/SEA/SFO/LAX/SFO 55/93

Still lots of meetings with RTCA/CGSIC/FAA/ION working on the future of aviation, so to speak. It's really great to be so involved.

I think I've mentioned the family outings we take with our 17, nine of whom are grandchildren ages 12-22. This time, for six days, was over New Year's. We all flew (AA or DL) from CA and CO to San Juan and then AA Eagle to Tortola, British Virgin Islands, where we boarded the *Cuan Law*

which I had chartered. She's said to be the world's largest trimaran, at 105', with a beam of 44' and two masts topping out at 103'. With 4 jibs, a trysail and mains, she can put up lots of canvas for sailing. Two Caterpillar diesels provide power when there's no wind. Four generators help keep the two air conditioners, freezer, reefers, lights, galley, bar, sail management equipment and everything else electrical working. There are 10 2-person cabins and all the comforts of home. Crewed by 7 (Captain, Engineer, Chef, two stewards and two dive instructors) with their separate quarters, we had 2 Hobie Cats to sail, 4 ocean kayaks, 2 85HP tenders for wakeboarding, waterskiing and support, and full Scuba and snorkeling gear. All we had to bring was ourselves! My biggest 'thrill' was when the owner allowed me to sail her for a while the last day, and even on into port on a few tacks. What a magnificent boat! I could easily solo a 747 from blocks to blocks but you can't sail that big boat alone!

Margaritas!

Marilyn managed very well with her three artificial joints; as you who are sailors know, a trimaran is a pretty stable craft. Marilyn never got off the boat the whole time, and except for scuba and sailing the Hobies from the *Cual Law*, neither did I.

I was very surprised after doing the pension calculations in the Feb *RUPANEWS* (Much thanks, Doug!) to find I'd get the same under PBGC as I get now from my A-plan. I sure hope that's correct, but wonder now about the viability of PBGC with so much hanging over them. Wherever one is in the calendar of life, it seems one can say: "These are interesting times."

"BS" Smith

RON TAYLOR—22504 SE 45th St, Issaquah, WA 98029 ronbarb2@aol.com

Hi Cleve; Barbara and I took the long way to Seattle from Sedona, going to Fort Lauderdale first, then joining the H/A *Volendam* and going thru the Panama Canal and off-loading in Seattle.

So I'm a bit late this year. Otherwise, we are all well. Many thanks, *Ron*

JIM TIGHT—10677 Angelo Tenero Ave, Las Vegas, NV 89135

Eight years in and still sound of wind and limb. Our transition to life in southern Nevada seems complete and successful, with no regrets. I get on

the golf course a couple times a year. Just often enough to remind me why I gave up the game so many years ago. I quit bowling at the same time. The scores were the same.

We still enjoy travel by cruise ship. Spent about eighty days aboard last year, including a nine week tour of the Pacific Rim. What a trip! We cruised from the Bering Sea to the Tasman. Our first port was Petropavlovsk, Russia. The last was Nuku Hiva in the Marquesas. What happened in between was the trip of a lifetime.

Many thanks and warmest regards to all who do such a fine job of keeping us in touch. *Jim*

KIRKE WATKINS—06 Cross Creek Dr, Sebastian, FL 32958 Bklightnin@aol.com

Only one week late -- my 79th a week ago today. I only feel old when I try to move.

I'm making pretty good progress with my EXPRESS, and hoping it'll be ready to fly by late summer or early fall. It's been almost 14 years in the making. Good health to all! *Kirke*

LLOYD W. WHITLOW—38 Isleworth Dr, Henderson, NV 89052

Hi Jock, Another year of retirement (22 years) and still in good health. Still doing cruises. In August 2002 we did a 14 day cruise to the North Cape of Norway on the *Silverseas Silver Shadow*. Over Christmas and New Years, we did a 20 day cruise on the *Dawn Princess* in the Caribbean. In April we flew to Cape Town, South Africa, where we spent a week prior to boarding the Radisson *Seven Seas Mariner* for a 22 day cruise, which ended in Ft. Lauderdale, FL.

I read with interest the letter from Bill Cherwin, in the May Newsletter, which told about his inviting me to attend the Air Show Convention in Las Vegas and about my meeting Paul Tibetts.

Paul Tibetts is well known for the dropping of the Atomic Bomb on Hiroshima, Japan from the *Enola Gay*, but little is known about another FIRST by him, which was as follows.....

The First Combat Mission flown by the United States 8th Air Force over German occupied territory was flown from Station 106, Grafton Underwood, England. This Mission was flown on August 17th 1942 by the 97th Bombardment Group, who at that time were Based at Station 106.

On that day 12 B-17's, of the 79th Bombardment

Group, took off from Grafton Underwood. In the lead B-17 was the Commander of the Mission, General Ira Eaker, Commander of the 8th Air Force Bomber Command, whose Pilot was Captain Paul Tibetts, their Target was the Marshalling Yards at Rouen, France.

So this other FIRST by Paul Tibetts was flying the lead B-17 on the FIRST Combat Mission flown by the 8th Air Force during WW2.

Shortly thereafter the 97th Bombardment Group was transferred to North Africa and in May 1943 the 384th Bombardment Group was stationed at Grafton Underwood.

The 384th Bombardment Group had the distinction of flying the LAST Combat Mission flown by the 8th Air Force from Grafton Underwood on April 25, 1945.

On September 25th, 1977 the 384th Bombardment Group Association placed a Monument at the West End of the old East-West Runway and one of the inscriptions on the Monument state that the FIRST and the LAST Combat Missions flown by the 8th Air Force were flown from Station 106, Grafton Underwood, England.

Bill Cherwin also mentioned about my bombing the Berlin Zoo, here is the full story....

The policy of the 384th Bomb Group was to have an experienced pilot fly with you on your first 5 Combat Missions. (Similar to United Shot Gun). My first Solo Combat Mission was to Berlin, Germany and I was flying Tail End Charlie. As we approached the Target an 88mm 6 Gun Anti Aircraft Battery went off directly under my B-17, which threw the B-17 into the prop wash of the 34 other B-17s ahead of my ship. The B-17 stalled out and put me into a three turn spin. Upon recovery I elected to salvo the bombs, with no idea where or what they would hit. However my ship was equipped with a camera, and the film showed that my bombs hit the Berlin Zoo! That was my claim to fame!!!!

Until next year! *Lloyd*

Your mention of Grafton Underwood reminded me that an old friend of mine in Belmont, CA now deceased, had flown in the Schweinfurt raids from there. He was reputedly the youngest tail gunner in England, at age 17. Well, he and his wife were going to England for a visit in the 1980's, when through the good offices of the RAF Association I

was able to have him tour the old base in a WWII jeep. RAFA can be a good source of assistance in such cases. Ed

BRUCE G. WILKINS—916 N. Rt. 23, Harvard, IL 60033 bgw@mc.net 815-943-5740

Dear Cleve, I am late this year by nearly a month. It won't happen again. This has been a busy year. Our oldest son had a tour as an NFO on the *Stennis* and now is in the Pacific on the *Vinson*, flying the same airplane, an EA-6B. The middle son, laid off from United, is flying Corp. jets and the youngest has one year to go in college.

I have one semester to finish my master's degree, so hopefully I will complete school before our youngest. I have had a few things to do, house projects left from the school year.

Once school is out of the way, Anita and I will be able to do some of the things we planned years ago, like travel. We have 34 years of plans to work on.

Sincerely, *Bruce*

HUGH M. WILSON—1428 N. Stage Coach Ln, Fallbrook, CA Huwils@aol.com

Dear Jock and all; Jock you are looking good in the BNO pictures. Thanks for the good job you are doing as *RUPANEWS* editor, and we wish you improved health.

It seems hard to believe that I am starting my 22nd year of retirement. We had a good year. Over the Xmas holidays we had all of our kids, grandkids, one great grandchild (since then 2) plus friends for a great get-together.

Helen, my bride of 57 years, and I just returned from a flight in our C182 to Florida and return. We spent a few days in Dallas to see some former NY neighbors, saw where JFK was shot, then to Pensacola to attend my Marine Air Group reunion, which included a visit to the Naval Air Museum. Also went to Jacksonville to visit our daughter and family. On the way back we stopped at Branson where we saw several good shows, then to Abilene KS to visit the Eisenhower museum and library, then to Dodge City, boot hill etc., to Denver, which we hadn't been to for quite a while. On the way back we flew by the Great Sand Dunes, Shiprock Peak, over Monument Valley, Lake Powell, and the Grand Canyon at a lower altitude than we used to.

Beautiful scenery.
Here in Fallbrook again I am still trying to learn
how to grow avocados.
Our best to all, *Hugh*

IN MEMORIAM

WYNN A. COOMER

Wynn A. Coomer flew west on May 27, 2003, from liver failure caused by hepatitis C. He had served in WWII (domestic) and was called back in for the Korea conflict. He stayed active in the ANG and flew solo with the "Colorado Minutemen" precision flight group, and ultimately commanded (Brig. Gen.) the 120th Squadron at Buckley.

Wynn retired from UAL in 1981. He is survived by wife, Ruth, daughters Lynn Van Rensselaer, Sandra Vanghagen, Terri Lantz, Christy Zigurs, and two stepsons, and 12 grandchildren. A memorial service was held May 30th at Hangar 909 at Buckley A.F.B. *Ted Wilkinson*

WILLIAM H. RILEY

William H. "Wild Bill" Riley, whose flying career ranged from barnstorming to commercial airlines and who, after his forced retirement, marked time as a collector and restorer of antique clocks, died from acute pneumonia. He was 91 and died at the Mars assisted living home where he had lived for the past two years. Mr. Riley's remarkable 32-year professional career traced the ascent of airline travel from the 1930s into the 1970s, a time when flying was transformed from a novelty adventure in twin-engine mail planes to luxurious international jaunts aboard jetliners.

Known to many as "Captain Riley," he flew them all, along with biplanes, corporate fleets and an experimental plane he built. He could take planes apart, rebuild them, fly them under bridges -- and he often did with his girlfriend, Norma, who later became his wife -- and rescue them from pastures. The latter occurred in 1949, after a Capital Airlines DC-3 made an emergency landing in a rugged meadow near Imperial after running out of fuel early one March day. After the 14 unharmed passengers were ferried to a second plane, mechanics worked through the night repairing the propellers and flaps. Bill, then chief regional pilot for Capital Airlines, the successor in 1946 to Pennsylvania Central Airlines, was summoned to assess the situa-

tion. A lanky 6 feet, 180 pounds, he stalked the 20-acre field until midnight with a tape measure, calculating the amount of lift the 2,400-horsepower, 22-ton plane would need. Making his task more difficult was the fact that the plane would first have to speed uphill to gain momentum, turn, then barrel back down a 700-foot runway and take off through a bottleneck between a barn and a stand of trees. Mr. Riley had the farm's owner stake two white flags at 300-foot intervals on the downhill slope. He made the takeoff with 100 feet to spare. True to form, once airborne, he circled back and buzzed the field.

Captain Riley was born April 25, 1912, on Pittsburgh's North Side. His father was a blacksmith, and as an only child, the younger Riley often helped out by holding the horses as they were shod. Family tradition holds that, as a 12-year-old, Bill saw a blimp pass overhead and ran off to chase it. By the time he graduated from Perry High School, he'd joined a flying club. A job at Pittsburgh Screw & Bolt Co. helped pay his way through college at Carnegie Institute of Technology, now Carnegie Mellon University. It took him nine years of night school to earn his degree. By 1940, he was a copilot with Pennsylvania Central Airlines, which after several years as Capital Airlines became United Airlines. By the time he retired in 1972, he had logged more than 32,000 hours of flying, including numerous trips between California and Vietnam ferrying recruits to the war and bringing home troops whose duty was done. Bill often marveled that the main cabin door of the 747 he flew on his final flight in 1972 from Honolulu to Chicago weighed more than the entire plane used in the Wright brothers' historic December 1903 flight. He was forced to retire at age 60, and it so upset him that he was part of an unsuccessful class-action lawsuit to overturn it. Although he continued flying into his early 80s, he turned to other outlets for his mechanical inclination and his drive to fix things. He settled on antique clocks, and the seven-room Franklin Park house that he shared with his wife of 60 years and eventually had more than 200 clocks, all of which kept perfect time. When Captain Riley once restored a tall case clock -- "We were not allowed to call them grandfather clocks," his younger son, Bill, said -- that was too tall for the living room, he cut a hole in the floor so it would fit. That was nothing compared to the bell tower clock he restored. Because it had a dial face 8 feet wide and a long pendulum, Bill re-

moved further portions of the living room floor so the pendulum could swing freely. He also designed propellers for Custer Channel Wing Corp. and invented a rifle rest that would hold the gun steady so its sight could be set. "He was not afraid to fail," his son said. "He never felt there was anything he couldn't do."

In addition to his son, he is survived by a second son, Harry; two daughters, Patricia R. Hall and Kathleen Mae Riley-Wees; and four grandchildren.

WESLEY ALLYN "AL" SPEAR

Al Spear passed away on May 27, 2003 after fighting a long, courageous battle with ALS, ("Lou Gehrig's disease.")

Memorial services were held Saturday, May 31, 2003 at 11:00 a.m. at Summers Funeral Homes, Ustick Chapel, 3629 E.Ustick Rd., Meridian, ID. Al was born June 3, 1940 in Oakes, North Dakota. He graduated from Oakes High School in 1958. He then attended North Dakota State University where he studied agricultural/mechanical engineering. He was an active member of Farmhouse Fraternity. In 1957, he joined Company C of the 141st Engineer Battalion in the N.D. National Guard. He attained the rank of SP5 and graduated from OPS in June 1961. He was honorably discharged and accepted an appointment of officer in February 1962. Pursuing an aviation career, Al first soloed on April 14, 1959. He spent the next six years as an aerial applicator, flight instructor, charter pilot and did the annual game census for Fish and Game. In October 1965, Al began his career working for United Airlines and retired on July 1, 2000 after 35 years of service, having flown the DC6/7, Viscount, Caravelle, B737, DC8 and DC10. His last six years were flying Captain on the B737 and DC10 as an LCA. Flying was the love of his life.

Al married Janice Marsh in 1964. They had two children, a daughter Kandy K. Zdep and a son Wesley A. Spear II. They were later divorced. He is survived by his wife, Lucille Wilson of Meridian; two children; parents Yordis and Wesley Spear of Oakes, N.D.; a sister and brother as well as two grandsons; two nephews and a niece; three stepchildren; six step-grandchildren and four step-great grandchildren.

Al displayed a special love and compassion for people. He was a man of great integrity and perseverance. He displayed courage and strength to the

many who became very close to him during his illness. Al was genuine and meticulous in all his accomplishments and endeavors.

The family suggests memorial contributions be made in Al's name to Four Rivers Hospice, 6148 N. Discovery Way, Suite150, Boise, ID 83713 or to MDA, ALS Division, 1166 N. Cole Rd., Boise, ID 83704.

JOHN W. SPIEGELBERG

Rancho Bernardo resident John "Jack" W. Spiegelberg, 87, died April 25, 2003, at his home after a short bout with cancer.

Born March 1916, he became an Eagle Scout at age 15. He joined the U.S. Navy in World War II and became a pilot in the Army Air Corps flying the "Hump," (the Himalayas) between China and India, where he earned the Distinguished Flying Cross and Air Medal for service under combat conditions in 1942 and 1943. He later became a pilot for Capital Airlines and United Airlines flying DC-3 through DC -10. He always loved flying.

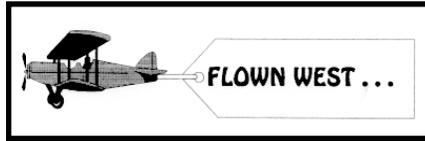
Known as "Gramps" he showed his family how important it is to keep fit and healthy, and to enjoy and protect the great outdoors. He loved hiking with family and friends, the Sierra Club, the Mavericks and the Audubon Society. It's only right that he died on National Arbor Day. A very special tree will be planted in his honor.

ROBERT S WAYT

I thought someone might like to know. Bob is safely home with the Lord. The long 8 year struggle is over. The victory has been won. He was eighty six. I was with him when the angels came and he was so ready. I am so happy for him and doing so well I almost feel guilty. Know I am completely covered by God's grace and peace.

Bob passed from this life into Glory on May 15 and on the 23rd we held a beautiful celebration/memorial service in our church in Orange, CA followed by an open house in our home. I am not alone. I live with our son and daughter-in-law and all is well. Now I await with expectation the next chapter of my life. Heck, if UAL stays in business I might even take a trip or two.

As always I am grateful for the work you do for our benefit. It's a great service from the heart. Thanks. Best regards, *Dotti Wayt*



William H. Riley	
John W. Spiegelberg	4/25/2003
Robert S Wayt	5/15/2003
George W. Henderson	5/23/2003
Winn A. Coomer	5/27/2003
Wesley Allyn Spear	5/27/2003
Dewey D. Cook* (Active Pilot)	5/30/2003
Andrea Rice* (Active Pilot)	5/30/2003

* *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—*Briarwood C.C., Sun City West, 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* - 386-760-9736
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 Northcoasters—*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: July 23rd, 2003

Mailing: August 6th, 2003



PERIODICALS

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