



RUPANEWS

Journal of the Retired United Pilots Association

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CONVAIR 340
1952 - 1968

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, I had planned to attend a couple of RUPA Luncheons this month, but events conspired against me. When I attend various area RUPA Luncheons, I often encourage you to get your estate paper work in order. This month, two events occurred in our family which drive home that very point. First, my wife's mother had a stroke, and since my wife is her mother's primary care giver, we were busy with her at the hospital and then with getting her set up at the skilled nursing home. About a week later, my wife's "favorite aunt" was severely injured while riding on a tour bus during a trip for senior citizens. Since my wife is the executor of her aunt's estate, and held the Power Of Attorney for Health Care, we were called to the hospital to give them the document and consult with them. Her health care paperwork was very explicit and explained her wishes down to the last detail. Once the doctors read it, they knew exactly how to take care of her and we did not have to make that difficult decision.

This lady was so organized; she had planned her own funeral including the obituary. Instructions were included on what she was to wear, what songs were to be sung, and who the pallbearers were to be. When arrangements like this are made in advance, it relieves your loved ones of the stress and possible guilt that are associated when making these most difficult decisions. I encourage you all to think about this. Let your executor know where all your important documents are, give them the location of your safe-deposit box, and make sure they have a copy of your Durable Power Of Attorney For Health Care.

Registrations forms for the RUPA Convention continue to roll in. If you haven't sent yours in yet, it's time to get moving so proper arrangements can be made at this end. The dates are October 28 through the 31st. Look for the Registration Form and explanation of tours elsewhere in this issue. We will have a hospitality room available for you to display your Memorabilia, Photographs, etc. associated with your careers at United. Please bring what you have so you can share it with others.

The San Francisco Annual Picnic was a huge success. Over a hundred attended. Our thanks to Milt Jines, his wife Sunee and the rest of the crew for making this annual event such a success. Until next time.

Fraternally, *Rich*

EDITOR'S NOTES

We are happy to announce that *RUPANEWS* has contracted with a professional layout person. This relieves Cleve of the job he had undertaken since my hospitalization at the beginning of the year and permits him to return to the merely hectic pace of his secretary-treasurer job.

For myself, I am pleased to not have to try to pick up the layout function again, for it can be tedious work, and is not a task that I best enjoy or am competent at.

The only difference to production will be that we must be firm about the deadlines to give the layout department time to schedule and perform the task – so don't expect a last-minute submission to make it into the current issue, as sometimes had been the case previously.

It will soon be November and time for the updating of our Directory for issuance in January, please email your current email address to Cleve so that he may update his records

Speaking of production gives me the opportunity to return to my plaint of last December on the subject of volunteerism and the needs of the association. Most of the current production crew have been at it for over six years – some a couple of years longer. None of us is getting any younger. It is responsible to plan for the needs of an ongoing association, and to do that we need to have some understudies who will at least have some idea of what to do when the current crew needs must quit. Please, some of you newer retirees give the matter some thought and see if you can help with mailing label preparation, bookkeeping or editing.

This month marks the second anniversary of 11 September 2001 and the loss of two United crews and planeloads of passengers. The following hymn, which I first heard as a solo at an RAF Battle of Britain service, seems particularly appropriate to memorialize the victims, and is so offered.

The hymn is sung to the tune of "Melita" by J.B Dykes (1823-76) and is better known as, "For those in peril on the sea."

THE AIRMEN'S HYMN

*O Ruler of the earth and sky
Be with our airmen when they fly,
And keep them in thy loving care
Amid the peril of the air:*

*O let our cry come unto thee
For those who fly o'er land and sea.*

*Strong Son of Man, save those who fly
Through light and darkness of the sky;
Be with them always in the air,
In darkening storms or sunlight fair;*

*O'er land and ocean safely bear
All those in peril in the air.*

*O Holy Spirit, God's own power,
Give peace in sudden danger's hour;
O wind of heaven, by thy might
Save all who dare the eagle's flight:*

*And keep them by thy watchful care
From all the perils of the air.*

*O Trinity of love and might,
Be with our Airmen day and night;
In peace and war, 'midst friend or foe,
Be with them whereso'er they go.*

*Thus shall our praise ascend to Thee?
With those who fly o'er land and sea.*

DANA POINT RUPA LUNCHEON

Third Tuesday 1200, 7/15/03 Wind and Sea Restaurant, Dana Point Harbor

Lunch got off to a quick start as a number of members arrived early thirsty and hungry.

On Deck were Park Ames, Carlos Bernhard, Bruce Dunkle, John Grant, Pete Hansen, Rick Hoefer, Bill Meyer, Jerry Meyer, Bill Rollins, Ted Simmons, Tony Testa, Joe Udovch, Pete Moyer, Jim Stowell, Al Hooper, Bill Furlong, Harry Bowman and John Callahan.

Bill Furlong and John Callahan were guests. In 1943, Bill as a Young 18-year Canadian tried to get in the RCAF as a Pilot, but they had enough pilots they needed bombardiers [*they called them bomb aimers. Ed.*]. That was not to his liking, so he left Canada and tried to get in the US Army Air Force. Still no luck, so he tried the Fleet Air Arm of the British Navy. They accepted him and sent him back to USA for training.

John Callahan on the other hand was already a Flight instructor in the US when war broke out and went to Canada to get in the action. They needed instructor pilots and that became one of his jobs. Much more to their stories. Glad to have them at our Lunch.

I did not get to talk to Al Hooper. He has a great E-mail that includes x747 PLT. Welcome!

Information was passed around on what Congress is up to with hearings on pensions. Some of the info actually sounded Good! Kinda risky to keep track of this stuff on a day to day basis!! Some times no news is the best news. Any upswing in the economy has got to help our pension?

Conversation changed rapidly. The quality of the unique "Spike Jones" rendition of "Chloe" and "You always hurt the one you love..." and more. That subject got batted around with some good jokes coming forth and yes, once again Park Ames came on strong with some new originals.

Good Lunch had by all. Next Lunch, September 16, '03. Ted

DENVER GOOD OLE BOYS

The third Tuesday of August fell on a hot and dusty day near the middle of the month and a good turnout eventuated for our regular meeting. Happy hour was a rousing success with ample fertilizer slinging and camaraderie, and the grub appeared on the dot (and on the buffet). This humble scribe elbowed, jostled, and shoved trying to get at the head of the line, but couldn't manage it, and wound up behind several stalwarts, but when the shoving and all died down, most seemed to fill a plate, and things settled down as the mouths re-tuned from talking to mastication.

During the business session, Ralph Stewart mentioned that Hal Crouse was infirm, and Tom Gordon related the same for Dave Murtha. This h.s. reminded one and all of the need for Congressional support for House Bill 2719 the passage of which UAL urgently needs if it is to survive bankruptcy. The meeting never formally adjourned, and in fact may still be going on as this is being written (or read), but h.s. found a brief interlude and escaped, so, one may assume that adjournment occurred while all were still awake.

Those in attendance were: Clevenger Kehmeier, Ed Riehl, Bill Bates, Bill Hoygaard, Tom Hess, Joe Kennedy, Duane Searle, Jim Hixon, Curly Baker, Roger DeLozier, Jim Gates, Bill Hanson, Maury Mahoney, Dick Shipman, Jack Turner, Sam O'Daniel, Cliff Lawson, Al Snook, Mike Day, Bill Fife, Tom Gordon, Norm Miller, Frank McCurdy, Steve Paas, Ralph Wright, Ralph Stewart, Dick Wagner, George Maize, Stanley Boehm, Tom Metzger, and the scribe and coordinator, Ted Wilkinson

SEA GOONEY BIRDS

The Gooney Birds of Seattle met July 17 at the *Airport Marriott*. There was a smaller attendance, probably due to the fantastic weather. No one seemed to know anything with any certainty, so we just had a normal meeting of stories, lies and jokes. Ray Dapp did regale us with an exciting description of an airshow he recently attended. Please ask him about it.

We are trying to compile an accurate "E-Mail" list to avoid having to buy stamps for announcements such as the annual Coed Luncheon. If you are a member of the Seattle area RUPA, please send your e-mail address to me at reveille747@yahoo.com. Also, please include your current address and telephone number. Thanks. *Brent*

THE HIGH DESERT HAS BEENS

The High Desert Has Beens had a nice lunch today (7-23-03) at *McGrath's* Restaurant in Bend, OR. In attendance were: Bob Wells, Oak Porter, Gary Smith, Dave Parrish, Dick Mitchell, Ken Sandine & myself. I noticed the conversation turned away from the sterling aviators who contributed so much to our flying careers. More time was spent on operations & health items, a smattering on travel experiences, concern for our pensions, and small airplanes. We are tentatively planning to invite the wives to lunch with us before

the snow starts to fly. September may be a good time to try for a mixed lunch. *Steve Lawrence*

UNITED ADDRESSES PENSION PLAN QUESTIONS ON SKYNET

United's pension plan has been a hot topic for employee discussions recently. The company has published questions and answers about pensions on SkyNet.

Frequently Asked Questions - Retirement Benefits [*RUPANEWS is printing only those Q&A's subsequent to 4/14/03 Ed.*]

New as of 7/22/03

What is the issue with pensions?

Companies in a broad range of industries, such as automotive, airlines, steel and chemical, are facing difficulties in funding their existing pension obligations. This is the result of a "perfect storm" of conditions, including a four-year slump in the economy, a dramatic decline in stock prices and interest rates at lower levels than we've seen in decades. As a result, many companies' pension plans have become under-funded – in other words, the gap between their pension plans' assets and liabilities has increased dramatically. In addition, current regulations require companies with under-funded pension plans to make significant accelerated payments to their plans to reduce this liability.

While this is an issue for the economy as a whole, there has been an even greater impact in the airline industry. That's because of factors such as the decline in business travel, the after-effects of 9/11, the war with Iraq and the SARS virus.

In order to successfully emerge from Chapter 11, we need to develop a plan to meet our liabilities. Pensions are one of those liabilities. Because of the good work under way in reducing our costs and improving revenues – which are the key components of cash flow – we're in a more favorable position than before as we begin the process of assessing what we will do regarding all of our liabilities. Those decisions will be made when we're further along in the restructuring process.

Why did you wait until after the collective bargaining process to begin talking about this issue – especially considering the scope of the problem? This situation could not be assessed accurately until we moved further along in the Chapter 11 process. This is particularly true because the economic environment affecting our pension funding obligations was more challenging than expected in recent months, due to the SARS crisis, the war in Iraq and the continued downturn in the global economy. The decision on how to proceed will be made when we are further along in the restructuring process.

Why is United lobbying for pension relief legislation? The Bush Administration and Members of Congress have put forward legislative proposals that would go part way toward resolving these pension funding issues. However, many labor unions and businesses, including United, think more needs to be done. As a result, we have been working closely with other airlines, our unions – including ALPA, which has taken a leadership role in this effort – and the AFL-CIO in support of a pension proposal specifically for our industry. If passed, the core of this proposal would allow affected airlines to defer certain pension funding contributions and would smooth out minimum funding requirements over a longer period of time – helping the airline industry get through this extreme and very unusual economic cycle.

How much are your pension programs under-funded? What is the under-funding in percentage terms? As represented in our 2002 10-K filing, on an accumulated benefit obligation basis across all plans, the total under-funding as of December 31, 2002 was \$4.7 billion. That works out to the plans being about 57% funded on average. The accumulated benefit obligation includes only the pension benefits that employees have earned to date. On a projected benefit obligation basis, the total under funding was \$6.4 billion, which works out to the plans being about 50% funded on average. The projected benefit obligation basis includes benefit assumptions that employees have not yet earned (e.g., pay raises). Companies generally fund their pension programs based on the accumulated benefit obligation.

How did this happen? Who is to blame? A major portion of this under-funding was caused by the decline in interest rates and the stock market. Increases in retirement benefits negotiated from mid-2000 to Spring 2002 as part of updated collective bargaining agreements also contributed substantially to the growing gap between pension assets and obligations. Compounding the problem, pension laws will require United – and many other airlines – to accelerate cash contributions to close the gap between pension assets and obliga-

tions at a time when operating expenses and other obligations already place substantial demands on cash flow.

Can you exit Chapter 11 successfully if you don't cancel the pension plans? In order to successfully emerge from Chapter 11, we need to develop a plan to meet our liabilities. Pensions are one of those liabilities. Beyond that, it is premature to speculate on what course might be taken. The decision on how to proceed will be made when we are further along in the restructuring process.

What would happen to the company if you made no changes to the pension plan? While it is simply too early to speculate, we know that in order to successfully emerge from Chapter 11, we need to develop a plan to meet our liabilities. Pensions are one of those liabilities. The decision on how to proceed won't be made until we have moved further along in our restructuring process.

New as of 4/15/03

What is a 204(h) notice?

The Employee Retirement Income Security Act (ERISA) and the Internal Revenue Code require that plan administrators give employees a formal notice, known as a 204(h) notice, of a plan amendment when the amendment provides for a significant reduction in the rate of future benefit accruals under the pension plan. This notice must be sent out with a reasonable lead-time prior to implementing the plan amendment.

Do all employee groups receive a 204(h) notice?

United is sending 204(h) notices to employee groups for which pension benefit changes are being implemented that will reduce future benefit accruals.

Do I need to take any specific action upon receipt of this notice?

No, the notice is merely informational. Employees are not required to take any action upon receipt of the notice.

What happens to the pension benefits I have already earned?

Benefits that are already earned would not be reduced. Benefits earned up to the effective date of the change would be calculated under the current plan provisions. That amount would be frozen and would be the minimum benefit payable to you (frozen benefit). This calculation would be based on the current pension-plan formula. When you retire, your pension benefit would be calculated using the new plan formula taking into account your overall eligible career with United (to the maximum number of years participation allowed in the plan). The benefit produced by the new formula would be compared to your frozen benefit and you will receive the greater of the two.

How do I find out what my frozen benefit is?

The Pension Department is working on a procedure that will provide employees with information on their protected benefit. Once the required programming is complete, the Pension Department will communicate details to employees.

Do I lose any pension benefits if I wait until after the pension-plan changes go into effect to retire?

No. As the 204(h) notice explains, your frozen benefit is "locked in." Until the new formula under the plan amendment provides a greater benefit, your accrued pension benefit will remain at your frozen benefit level that you earned up to the point the plan changes went into effect.

Can potential future changes to the pension plan through the collective bargaining process take away any of my frozen or protected benefit?

No. Whatever benefit you have accrued as part of your frozen benefit is protected from any future changes made through the collective bargaining process.

What pension benefit am I entitled to if I leave the company before becoming retirement-eligible?

If you have a vested pension benefit (requires 5 years of vesting service), you can commence retirement payments upon reaching the early retirement eligible age (generally the age at which you otherwise would have been eligible for commencement of early retirement pension benefits under the plan). If you did not work long enough under the new pension formula to have your accrued benefit exceed your frozen benefit before you terminated employment, you would be entitled to collect your frozen benefit subject to any adjustment due to early commencement of benefits.

When will the pension system be updated with the new plan terms?

A specific date for when the changes will be completed has not yet been determined. The Pension Depart-

ment is currently working with the vendor responsible for maintaining the pension system to implement the changes as quickly as possible.

What is meant by "accrued benefit?"

An "accrued benefit" is the unadjusted amount that is payable at normal retirement age (generally age 60 for pilots; age 65 for other groups). You typically may begin receiving benefits earlier upon reaching the early commencement age and service requirements for your group, with your pension benefit reduced accordingly based on applicable early retirement commencement factors.

Can anything happen as part of the bankruptcy proceedings that would impact my frozen or new pension benefits?

United currently plans to continue its pension plans. If, in the future, there is a "[distress termination](#)" or if the Pension Benefit Guaranty Corporation (PBGC) involuntarily terminates the plans, there potentially could be an impact on the frozen or new pension benefits.

Are the existing pension plans being terminated?

As noted above, United currently plans to continue operation of its pension plans.

NEW YORK SKYSCRAPERS LUNCHEON

Thursday, November 6th

The semi-annual luncheon of the NY Skyscrapers will be held at noon at *Manero's Steakhouse*, 559 Steamboat Rd, Greenwich, Ct. (phone 203-869-0049) on Thursday November 6th.

The price is \$20/person, to be collected at the door. Cash bar. Spouses welcome.

We welcome anyone who was ever based at JFKFO, or who lives in the Greater New York Area, including all of New England, Pennsylvania, New York, New Jersey, and Delaware.

Please contact one of us for reservations:

Pete Sofman	rupapetesofman@optonline.net	203-322-0724
Bob Beavis	bbeavis@bytheshore.com	732-449-9126
Ed DeChant	Eddechant@earthlink.net	201-401-0780
Irv Soble	irvsoble@ptd.net	610-982-9400
Bud Berlinger	musair1950@aol.com	973-746-3971

Directions:

I-95 Northbound: Exit 3. Go right off the ramp. Take the 1st right onto Steamboat Rd. *Manero's* is on the left hand side. There is a large lot for *Manero's* just past the restaurant on the left.

I-95 Southbound: Exit 3. ~~Go left off the ramp. Take the 1st right onto Steamboat Rd.~~ *Manero's* is on the left hand side. There is a large lot for *Manero's* just past the restaurant on the left.

WIDOWS COORDINATOR

Jackie Pancoast-Abel(714)846-2119, jacquelineabel@aol.com

Hello Ladies, My letters have been few and far between, because I really have had nothing to report, however, I am still here if you need me.

Please be reminded that to keep receiving RUPANEWS, you must send postage (\$25.00) every year on your husband's birthday.

The 2003 RUPA convention is in SFO, October 28th - 31st. RUPA welcomes the widows and if you want a fun time ----- consider attending. All info is in the RUPANEWS. Scotty Charnley (360) 357-9017 has, again, agreed to coordinate roommates. If you need a roommate, give her a call.

On September 7, 2003, Capital Airlines annual reunion will be held at Fort Hunt Park, south of Alexandria, VA. 'Til the next time, *Jackie*

UNITED UPDATES effective 8/20/03

United EasyCheck-in Goes International

ISD programmers and the Customer Service Planning group continues to work around the clock to enhance United EasyCheck-in(SM) for United travelers. Today, the company is launching phase four of EasyCheck-in. This upgrade includes several new and useful features, including international U.S.- outbound check-in; phase one of a feature to handle irregular operations; and baggage check for EasyCheck-in Online customers so they can check their bags more quickly at EasyCheck-in kiosks or curbside.

"I'm really impressed with the work done to develop our latest EasyCheck-in upgrade," says Penny Thomas, director-Customer Service Planning. "Compared to other airlines, our self-serve kiosks offer the easiest international check-in experience available, further shortening lobby line-waits and check-in times."

EasyCheck-in deployment continues as the company works to install units at all 81 United stations by early 2004. Columbus, Ohio, Hartford, Conn., Las Vegas, Nev., and Omaha, Neb., most recently joined the 30 other stations that boast self-serve units and shorter lines. EasyCheck-in Curbside, which allows travelers to fully check in at the curb with a SkyCap and get a boarding pass, now is available at 32 United stations. As EasyCheck-in products evolve, they will become more alike until each mirrors the other. Whether a traveler checks in at home, the office or the airport, the process will be similar.

"Another new EasyCheck-in feature that we're sure will grow up to be a crowd-pleaser will help customers during irregular operations," says Thomas. "Beginning today, customers with delayed or canceled flights who have been rebooked by our proactive Customer Advocate Center can use EasyCheck-in units to check in for their new flights. In the coming weeks, we'll install test units on O'Hare's B and C concourses to learn how to enhance EasyCheck-in to assist our customers more fully during irregular operations."

For a sneak preview of how to use EasyCheck-in, visit SkyNet's online demonstration by clicking 'Non-revenue Easy Check-in Demos' in the 'Travel' web site. Travel eligibles and companions also can test drive EasyCheck-in on the Internet at www.unitedeasy.com/nonrevenue/.

Colorado Residents Can Earn Free Upgrade on United

From Aug. 19 through Oct. 15, Colorado residents who purchase two qualifying roundtrip tickets on United will earn a free roundtrip, U.S. domestic upgrade on their next United flight through the new 'Two Touchdowns. One Free Upgrade' promotion. Colorado football fans purchasing the qualifying tickets also will receive a 25-dollar gift certificate to spend on official Denver Broncos merchandise.

The 'Two Touchdowns' offer is only valid for Colorado residents who purchase e-tickets, and qualifying customers must be members of Mileage Plus and must register for the offer.

ISD Gives Password Control Back to Intranet Users

Laura Schafer knows how frustrating remembering lots of passwords can be. As manager of the ISD Computer Help Desk, Schafer worked with the Information Security, SkyNet Applications Development and Systems Engineering teams to develop a simple way for intranet users to reset their passwords. SkyNet will debut its new password-reset feature early Sunday morning.

With the new tool, users will create a security profile. This profile will heighten password security with three personalized questions. Once you have created your profile, you will be able to reset your password without having to call anyone. All intranet users will be prompted to create a new profile when their current passwords expire or if they change their passwords before then.

To change your password, click Change Password in Quick Hits on SkyNet's home page. Once you have set your profile, you can reset your password from the SkyNet login page by clicking on the link: Forgot Password? However, you cannot use this password feature until you register your security profile.

When setting a new password, keep the following details in mind:

- * Use at least 8 characters
- * Make it unique (a password you've never used before)
- * Use at least 2 letters

RUPA 2003 CONVENTION

October 28th-31st

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, October 28 Dinner Buffet: \$8.00 per person _____ = _____

Thursday, October 30 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@comcast.net

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

* Make sure it's not a real word and cannot be found in a dictionary (e.g., united, computer, creative, etc.) "As always, our Help Desk is ready to find you answers if you have further questions," says Schafer. "You can reach our team by calling Unitel 700-5800 or 1-800-255-5801 and selecting option 1."

ESOP REGRETS

By Chris O'Malley

A decade ago, United Airlines employees thought that by becoming owners of their company they would save their jobs and supplement their retirement. Instead, the 1,100 mechanics who lost their jobs this year when United ditched its Indianapolis repair base will get little back on their personal investment in the airline.

Bankrupt UAL Corp. filed papers this month to terminate its once-promising employee stock ownership plan, or ESOP. It has given participants until Aug. 18 to elect how they want to receive their distributions, such as in cash or 401(k) rollovers.

But these United employees, who gave up years of pay raises to fly the prosperous skies of employee ownership in 1994, will receive only pennies on the dollar thanks to UAL's stock slide.

The case has raised charges that fiduciaries failed to look out for the interest of workers and highlights the potential dangers of ESOPs, particularly ones that were created as a bailout for struggling corporations in the 1980s and 1990s.

The ESOP trustee at Polaroid, which created an ESOP in 1988 to thwart a hostile takeover, sold shares at pennies on the dollar following the company's 2001 bankruptcy filing.

Enron's ESOP was rendered worthless, leaving employees holding the bag. And even the granddaddy of industrial ESOPs -- which saved steelworker jobs at Weirton Steel years ago -- couldn't stave off the company's bankruptcy filing this year.

United's mechanics and pilots unions agreed to the ESOP in the early 1990s when UAL threatened to cut thousands of jobs. Workers accepted pay cuts and wage freezes in return for an ownership stake that provided struggling United more than \$4 billion.

For a while, the ESOP was lucrative. An employee who had accumulated 1,000 shares at the end of 1999 was sitting on about \$90,000, according to an estimate by the *International Association of Machinists and Aerospace Workers*.

But even with the termination that will give participants four shares of UAL stock for each ESOP share they hold, those 1,000 shares now are worth about \$2,500 -- with UAL's stock price around 63 cents.

"Bankruptcy has rendered the stock virtually worthless," said Machinists spokesman Frank Larkin. "Many employees had more than \$70,000 at the peak of the valuation." That's about what former United inspector Bill Austin had accumulated, which he said amounts to "sweat equity" because he and co-workers had forgone raises to take what was a 55 percent employee ownership of United.

"They told us we could possibly be millionaires," said Austin, 59, of Indianapolis. Now Austin figures he would be lucky to squeeze \$9,000 out of his battered shares. "I'll have nothing by the time they get through the scam they're doing now. I will have absolutely nothing."

The problem is compounded for many workers who also held large amounts of UAL stock in their company 401(k) plans. Austin was so hopeful when United chairman James Goodwin stepped down in late 2001 that he increased holdings of UAL stock in his 401(k). Back when UAL traded at \$32, those holdings were worth \$199,000. But the trustee of that plan finally dumped the shares when they had fallen to an alarming \$2.02.

"I lost \$32 a share. That would have been more than enough money to buy a house -- in cash. As it is, I'm probably going to have to get a job at some point," said the retiree Austin, who still has a UAL pension -- albeit one with a growing shortfall.

While 401(k) plans give employees a degree of control of their holdings -- and some responsibility for the outcome -- ESOPs generally do not.

"The participants in these ESOPs, they're mechanics, they're accountants. They're ticket-takers. . . . They know jack about (corporate) finance," said Edward F. Sutkowski, founder and principal of Sutkowski & Rhoads Ltd., a Peoria, Ill., law firm specializing in ESOPs and other plans.

"ESOPs were touted to union groups: 'If you take a pay cut, we'll give you an ownership interest.' Well it happened so often in companies that were financially troubled. So it has left a very sour taste, and rightfully so, with a lot of the unions. I saw that as a potential for abuse," said E. Van Olson, an ESOP specialist and attorney at Indianapolis law firm Ice Miller.

A pitch was exactly what Austin and his co-workers got in 1987, when the airline's pilots union sent them videotapes advocating an ESOP. He pops the old tape into his videocassette recorder and nods in agreement with the pilots union's points about how UAL and other carriers of the day were intoxicated with making acquisitions outside the airline business.

UAL had bought car rental company Hertz, along with hotels and other ventures, "and then started bleeding the union dry," said the pilots' union announcer.

Indeed, its airline workers were being pressed for concessions. So, in 1994 the unions agreed to pay cuts, but with the expectation that UAL would dump many of those acquisitions and focus on growing United. But even with pilots and machinists on the reconstituted airline's board, management returned to its spree of acquisitions. "The whole purpose of us buying into the ESOP was to save United Airlines, not buying a bunch of damned subsidiaries," Austin said.

He and another member of Machinists Local 2294 even traveled to San Francisco to urge the resignation of the union officer who served on the ESOP committee.

Some workers grew frustrated about not being able to influence decisions, including UAL's costly and failed attempt to merge with US Airways. "No matter how much we were against something, they went ahead and did it anyway," Austin said.

While workers fire off numerous such examples, most stinging now is the diminished value of their ESOP holdings.

Why, they ask, did the ESOP's trustees wait so long to liquidate employee holdings as UAL's stock spiraled in bankruptcy? A suit filed earlier this year against the airline's ESOP plan and its trustees alleges they failed to move the holdings to less risky investments. United "was in deep financial difficulty well before the Sept. 11 attack, and the plan trustees ignored the warning signs, including grim forecasts by the UAL leadership," states the suit filed by Seattle law firm Hagens Berman.

It cites a statement by former chief executive Goodwin about two years ago that United was hemorrhaging" money. "Clearly, this bleeding has to be stopped, and soon, or United will perish sometime next year," Goodwin said.

It was not until several months later that plan trustees tapped State Street Bank to provide independent recommendations. Last September, the bank began selling battered United shares in the plan. But the delay cost ESOP participants billions of dollars, the suit alleges.

In hindsight, some ESOPs should never have been formed in the first place. One common reason for failure is a poor business plan. Companies that operate in environments where regulation and market forces can change swiftly and precipitously can see business "go to hell tomorrow," Sutkowski said.

ESOPs often are best suited to companies heavily secured by assets, such as in manufacturing or distribution. Today, ESOPs most commonly are formed with private companies rather than publicly traded giants. One of the hottest uses of ESOPs now is in closely held businesses, to help transfer ownership from the current owners to the next generation of family and employees. Had such a company not turned to employee ownership, it eventually might have sold out to another company, including those out-of-state, that may have slashed overlapping jobs. "It helps keep local business local," Olson said. "There's an awful lot of plusses to these ESOPs that are not being recognized."

But for former employee-owners such as Austin, who gets around these days in a Ford F-250 with more than 200,000 miles on the odometer, the ESOP is a scam.

"The \$4.7 billion we bought to bail out United was just given to UAL. It was money we were conned out of."

Indianapolis Star 7/25/03

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

IMPORTANT!!! Write Your Congressman

H.R. 2719, the Air Line Pension Act of 2003, is a unified approach by the passenger airline carriers and its unions to solve an airline industry problem. Defined benefit plans, particularly in the airline industry, are facing an unprecedented pension funding crisis. H.R. 2719 is designed specifically to protect airline pension plans by creating a special funding rule for certain defined benefit plans maintained by commercial passenger airlines.

H.R. 2719 is a priority for ALPA and your MEC. For it to become law, however, your elected officials in the House of Representatives need to hear from each of you. Debate on H.R. 2719 is expected to heat up once Congress returns from its recess in September. Our voices need to be heard now.

ESOP TERMINATION STOCK ROLLOVERS

By MEC Communications Committee Chairman Captain Scottie Clark

The MEC Retirement and Insurance Committee has prepared an article that addresses how to complete a rollover of your stock proceeds in connection with the termination of the ESOP. "ESOP Termination Distributions: How to Make a Complete Rollover of Your Stock Portion" can be found on the MEC website at www.alpa.org. Look under the "What's New" banner.

In the article, R&I Committee Chairman Captain Marty Torres stresses that you may roll over the entire value of your qualified ESOP distribution, even though the net cash proceeds you realize from selling your remaining shares in the Stock Portion are less than the value of those shares when they are distributed to you. He also reminds you that your rollover must be accomplished within 60 days from the date of distribution.

* United Air Lines has sent out "Objection to Claim" forms to parties whose claims under bankruptcy are being challenged by the Company

Any pilot who receives such an "Objection to Claim" form is asked to contact the MEC office at (847) 292-1700 and ask to speak with one of the ALPA attorneys.

MEC Office 11 August, 2003

VP 46 REUNION

Graying Knights from the 60's are planning a gathering in
San Francisco during the fall of 2004



About the Cover: Convair 340

The early post-war years brought changes rapidly to America's airlines. New technology, learned quickly during the war years, brought about new and faster aircraft almost quicker than the airlines could adjust to them.

Added to the Mainliner fleet in November of 1952, the 340 was a lengthened and improved version of the 240 which had been in airline service since 1948. United ordered 55 340's to replace the DC-3.

The Convair 340's cost about \$600,000 each and carried 44 passengers in 2 abreast, 4 wide seating. The cabin was pressurized allowing greater freedom in weather flight planning. The Convair flew The Friendly Skies until 1968.

Technical Data:

Type:	2 engined airliner, pressurized	Power Plants:	2-2400 h.p. P&W R-2800
Useful load:	13,774 lbs.	Max Speed	300mph
Passenger:	44	Cruising Speed:	275 mph

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; barbecue 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's e-mail is DLWhyman1@aol.com

How to renew your subscription to the *RUPANEWS*

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*. Send check to Cleve spring, 1104 Burke Ln, Foster City, CA 94404-3636

STEELMAKER TO STOP INSURING ITS RETIREES

Russell Paynes enjoys his retirement after working for 30 years in the heat and grime at National Steel's Great Lakes Works steel plant in Ecorse. He fishes, shoots pool and plays with his grandchildren. But now the 53-year-old Detroiter faces a situation he never imagined -- he'll have to trade his retirement for a job that will offer medical benefits. Paynes is among the 10,000 National Steel retirees in Michigan who will lose their health insurance when the bankrupt company stops paying for medical benefits Thursday. Another 25,000 will be affected nationwide. "It's part of the trap of productivity," said John Duray, spokesman of the United Steel Workers of America. "You have less workers supporting the medical costs for retirees." The change couldn't come at a worse time because Paynes and his wife are recovering from injuries they suffered in an April auto accident. The injuries could make it difficult for Paynes to find new insurance.

"I need to go back to work but I doubt I can find anything at my age. But I am going to have to try," he said. The Payneses have a 13-year-old son at home. "I worked on committees where we saved the company millions of dollars. I feel very hostile to what they have done."

National Steel, which U.S. Steel Corp. acquired in May for \$1.1 billion, notified employees about two weeks ago that it won't continue coverage. Tammy Freeman, a National Steel spokeswoman, said the health-care and pension benefits are being severed as part of the acquisition. The pension payments will now be handled by the federal government's Pension Benefit Guaranty Corp.

"There would not be a sale if retiree health was part of the package because it is too expensive. It is a cost no other steel producers in the world have to bear, just here in the U.S. and that puts the companies at a severe competitive disadvantage," [*Competing nations have national health plans. Ed*]

Duray said. National Steel had \$2.1 billion in pension assets and a \$43-million unfunded liability. Since 1998, 37 steel companies have been forced into bankruptcy due to the influx of cheap steel imports and the drop in demand. The bankruptcies resulted in the loss of 54,000 jobs, according to the union. More than 240,000 retirees and their families have lost their medical benefits. Most of National's hourly retirees can get health-care coverage through the end of 2003 from the Consolidated Omnibus Budget Reconciliation Act (COBRA). The monthly premium for a retiree and spouse could cost as much as \$1,075.

Retirees will have to shop for individual policies from commercial insurance companies after Dec. 31. National Steel is mailing information packets to workers this week.

Salaried retirees have several options. They could pay to continue their existing medical coverage through October, pay for employer-sponsored medical coverage with reduced rates and benefits, or find their own coverage.

Retiree Leon Judd, spokesman for the Official Committee of Salaried Non-Represented Retirees of National Steel Corp., said the major problem with medical coverage for elderly people is that many have pre-existing conditions that can limit coverage or exclude people from getting coverage.

"I don't think any of us thought we would be in the situation we are," said Judd, a Beverly Hills resident. "You think your pension is secure and your health care is secure when it isn't. If I had it to do all over again, I would be saving more money."

The Pension Benefit Guaranty Corp. might tell retirees by October whether their pensions will be reduced. Jeffrey Speicher, the corporation's spokesman, said for the steel company's former workers, the maximum pension retirees 65 or older can receive is \$42,954.60 per year. The amount drops for those who are younger.

Detroit Free Press - July 30, 2003

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

2003 ALPA Council 12 Retirement & Recognition Party

DATE: Saturday – October 18, 2003
TIME: 5:30/Social hour – 6:30/Dinner – Cash bar
PROGRAM: Retiree Recognition – Entertainment TBD
LOCATION: The Westin O’Hare, 6100 River Road, Rosemont, IL 60018
1-800-WESTIN-1 or (847) 698-6000
ROOM RATE: \$109.00 (plus tax) single or double
ENTREES: New York Strip Loin with Porcini Mushroom Sauce – or – Linguini with Salmon – or –
Chicken Wellington with Mushroom Duxelle
MENU: Seasonal Field Greens with choice of dressing, Medley of Market Fresh Vegetables, and
for dessert – Mango, Lemon and Raspberry Sorbet Trio
COST: \$60.00/person

RSVP Deadline – Wednesday – September 24

Make check payable to: Council 12 Retirement Party
Mail check to:
ALPA Council 12
2350 E. Devon Avenue, Suite #231, Des Plaines, IL 60018

Pilot’s Name: _____

IN WHAT YEAR WERE YOU HIRED: _____ WHAT IS YOUR RETIREMENT YEAR: _____

Address: _____

Phone #: _____ E-Mail Address: _____

Entree Choice: Beef Salmon Chicken

Spouse’s or Guest’s First & Last name: _____

Entree Choice: Beef Salmon Chicken

Table Reservation for Retirement Dinner

Tables of up to 10 people may be reserved. Please reserve table(s) under ONE name or identifier. LIST the names of the others to be included at that table OR indicate those with whom you would like to sit otherwise you will be placed in **open seating** (hopefully with others from your year of hire or retirement year).

Reserve _____ table(s) under the name of: _____

Include the following at our reserved table(s):

Would you like to contribute extra for our guests, the Retirees & the Flight Office Staff? \$_____

Grand Total -- Amount Enclosed \$_____

A FALLIBLE PROSTATE CANCER TEST

It seems hard to believe, but a widely used screening test for prostate cancer in men is probably missing a vast majority of tumors. An analysis published in *The New England Journal of Medicine* estimates that the test — known as the P.S.A. test — probably misses more than 80 percent of the cancers in men younger than 60 and almost two-thirds of the cancers in older men. This must come as a shock to great numbers of Americans who have been assuming, incorrectly, that the test is highly accurate. It has been administered to some 75 percent of all American men who are 50 or older.

The test measures the amount of prostate-specific antigen in the blood; elevated P.S.A. often indicates the presence of cancer, although it can also rise for other reasons. For the most part, doctors have considered levels above four nanograms per milliliter of blood worrisome and have ordered biopsies to provide diagnoses that are more definitive. But the 4-nanogram level has always been somewhat arbitrary.

What the new analysis suggests, based on statistical modeling, is that reducing the threshold of concern to 2.6 nanograms could double the cancer-detection rate in men younger than 60 without greatly increasing the false positive rate. Even so, that lower threshold would still miss almost two-thirds of the cancers in the under-60 group.

Men are henceforth on notice that "passing" the prostate screening test is no guarantee that they are cancer-free.

The new analysis will ratchet up the uncertainties in the already confusing field of prostate cancer screening. The deeper problem is that no one has yet demonstrated that finding prostate tumors early saves lives or improves health.

There is currently no way to tell whether the tiny tumors detected are destined to become lethal or will never cause a medical problem. Yet, once people know they have tiny tumors inside them, many patients panic and undergo surgery or radiation treatments that can have debilitating side effects, including impotence, incontinence and bowel dysfunction. The trade-offs are so uncertain that many expert groups have shied away from recommending widespread screening. They leave it to individual men and their doctors to make their own judgments.

The New York Times July 30, 2003

CROSS-BORDER SHOPPING

Chellie Pingree, President of Common Cause and former majority leader of the Maine Senate, is the author of Maine Rx, a landmark program to reduce prescription drug costs in that state.

In the early morning of July 25 a group of Republicans, joined by House Democrats, bucked the White House and GOP leaders by forcing the drug reimportation bill to the floor and winning its passage by a vote of 243-186.

One need only to ride the bus from Maine to Canada to realize that American seniors are desperate to reduce their monthly drug bills. Bus trips for cheaper medications are popular in my home state of Maine, and I've ridden along many times. The bus departs early in the morning, filled with retirees clutching prescriptions for medications that keep them active and alive. Seven hours later, they arrive at the office of a physician licensed in both the United States and Canada who rewrites their prescriptions so they can be filled in a Canadian drug store.

Last fall one bus trip had 25 passengers whose savings totaled \$19,000. One woman taking Tamoxifin for breast cancer paid \$12.35 in Canada for a 30-day supply that would have cost her \$110 in Maine.

Congress this week is expected to consider a proposal known as the reimportation bill that would permit what has become common practice: buying prescription drugs in countries like Canada and Mexico, where they can cost as much as 35 percent less than their American counterparts.

I have always believed the reimportation of prescription drugs to be a Band-aid solution for the problem

of prescription drug pricing. However, it does deliver badly needed lower-priced prescription drugs without delay, and for that reason, Common Cause is urging Members to support the House reimportation bill (H.R. 2427).

Perhaps just as importantly, reimportation would allow more Americans to see what happens when the governments of countries like Canada are willing to negotiate on behalf of their citizens for deep drug discounts.

Congress was not willing to do that when it passed the Medicare Prescription Drug Act of 2003. So now Rep. Gil Gutknecht (R-Minn.) proposes legalizing the importation of prescription drugs already sold, and often manufactured in the United States. This is not good policy. It leans on the governments of Canada and Mexico to deliver discounts to U.S. citizens because our leaders are not willing to negotiate for them. But, as a stopgap measure, it would bring some relief to financially strapped seniors.

Many citizens have been reimporting prescription drugs for years, and scant evidence exists that the practice is unsafe, as opponents argue. For many patients, any risk associated with reimportation is an acceptable one. When the choice is not taking a doctor-prescribed medication for a chronic heart or cholesterol problem, or getting that medication via Canada, Mexico or Europe, most Americans will choose taking their medication. Clearly, obtaining the drug should be a legal option. For many patients, any risk associated with reimportation is an acceptable one.

But the obvious question remains: Why not negotiate lower prices?

The answer is simple, but alarming. The Pharmaceutical Research and Manufacturers of America (PhRMA), the trade association of the pharmaceutical industry, has argued against reducing drug prices. PhRMA says that negotiating drug prices isn't the way to go, and that funding for pharmaceutical research would dry up if retirees got the reasonable prices they desperately need.

After years of generous campaign donations to elected officials and candidates, Congress listens to PhRMA. Common Cause has found that PhRMA and its members wield tremendous political clout on Capitol Hill after donating nearly \$58 million to political candidates and national political parties between 1991 and 2002. What's more, according to Common Cause, PhRMA and its members spent more than \$435 million lobbying Congress, the White House and federal regulators between 1996 and 2002.

In the 2002 election cycle alone, PhRMA and its members gave nearly \$20 million to national parties and federal candidates. Over the past decade, those same companies spent \$558 million in contributions, lobbying and advertising. While PhRMA companies do create valuable products, their political spending in the name of preserving profits and turning back real discounts for retirees is unacceptable. Moreover, it's clear that drug companies devote more revenue to profits and advertising than research and development.

In 2001, top drug companies devoted about 30 percent of revenue to marketing and administration, 18 percent to profits and 12 percent to research and development.

Ultimately, any congressional action that reduces the price of prescription drugs is a victory. Gutknecht's reimportation bill offers Americans a faster and cheaper way to discounted drugs than the Medicare proposal House and Senate conferees are negotiating. I applaud Members from both sides of the aisle who are ignoring PhRMA's corporate interests and supporting a proposal that could secure true discounts for their constituents.

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 clevesspring@comcast.net

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

WHQ BENEFITS CENTER CLOSED

Effective July 1, United closed the Benefits Service Center (BSC) at World Headquarters and outsourced the work to ADP [Automatic Data Processing?]. The change will allow United to automate some benefits paperwork and speed-up processing. ADP currently serves as the Benefits Service Center for retirees, and now will serve active employees on the U.S. payroll as well.

Retirees may call and speak to a service center representative at the new United Benefits Service Center, #1-888-825-0188, by selecting option 0. The representatives will be available to answer questions from 7 a.m. until 7 p.m. Central Time, Mon. through Fri.

NRSA AND NRPS TRAVEL TIPS

Employees, retirees and their travel eligibles can help decrease wait times both in airport lobbies and on Reservations phone lines by using United's many automated travel tools. Non-revenue, space-available (NRSA) and positive-space (NRPS) travelers can use the tips below to speed up service for all:

* Avoid calling Reservations whenever possible: At least 12 hours before an international flight and four hours before a U.S. domestic flight, use WebList or list through the telephone listing service (VRU): 1-800-UAL-LIST (825-5478). Links to WebList are located under Quick Hits on SkyNet's home page and on the Travel section's home page.

Use WebList or the VRU to pay close attention to changing load factors, then list for flights accordingly. With record-high load factors this summer, traveling standby is challenging.

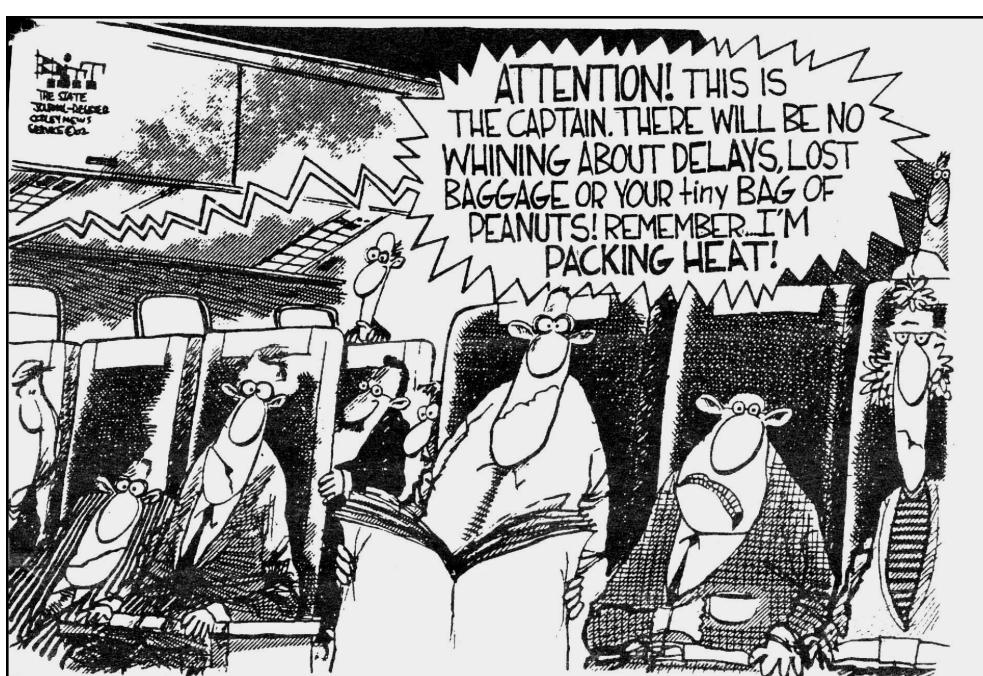
* Use EasyCheck-in (SM) as often as possible: Where available, use an EasyCheck-in unit.

* List for the cabin class you intend to fly in: When travelers list for United First and then either choose a different cabin at flight time or are ineligible for first class, a first-class meal goes to waste. Examples of ineligible United First NRSA travelers on three-class international flights include unaccompanied companions, dependents and parents, as well as anyone under 18 years old.

END OF AN ERA:

MEC Hotel Committee Chairman Bob Ward has advised us that effective Friday, August 1st, there will be no more Ben Franklin Mateo. Most layovers less than 20 hours will be at the Doubletree.

layovers at the Hotel in San Francisco SFO Airport



LETTERS

WALLACE E. AMLING—1650 Leora Lane, Encinitas, CA 92024

Dear Cleve, Enclosed is my check and annual letter. After 20 years, you would think I could get it off on time.

I had some distraction in that Marjorie had a hip operation June 23, and I'm the main caregiver. It all went well and she is getting around pretty well now.

We do less and less traveling these days as getting on an airplane is less and less enjoyable.

I'm still surfing, playing tennis and fly my little Cherokee 140 about once a month.

Regards, *Wally*

ROBERT J. BARDEN—2620 2nd Ave. Unit 6C, San Diego, CA 92013

Dear Cleve & Rose, Anyone this old should be put out to pasture. I'm still remembering when to take my pills, but do not drive anymore. My replaced left knee is worn out, but I understand there is a procedure where they inject something to replace the worn cartilage. Hopefully this will be better than suffering another total knee replacement.

Best wishes and thanks to all the F & S'ers. *Robert*

CHARLES D. BARNARD—5410 Bedford Avenue, Los Angeles, CA 90056

We have not done much traveling--just a Thanksgiving visit to one of our daughters in North Carolina, a June visit to San Francisco to see a grandson graduate from Dental school, a trip to Phoenix to a grandson's high school graduation, a visit to Denver to help celebrate a cousin's 90th birthday, and another trip to Denver for a brother-in-law's funeral.

My brother Keith died about this time. Many of you had met him, when you attended the Flight Crew Barbeques at Ojai. *Charles D. Barnard*

COURT & KATHY BENNETT—1736 Laurentian Way, Sunnyvale, CA 94087

Hi All: We are almost settled into our new home in Sunnyvale-last move I hope!!

Court and I are doing well. I had open-heart by-

pass surgery in January and am back to chasing him around the house again.

Thanks for the time and energy you all put into the RUPANEWS. We find it to be very informative. We will write to our congressman asking for his support and co-sponsorship of HR 2719. We all have to hang together now, or we will certainly hang alone!

Kathy, aide de camp to Court

DENNY BERG—5551 Warbler Way, La Jolla, CA 92037

Cleve, it seems like I just did this. Time is now supersonic. We graduated our only son from high school. He will be going to Harvard, playing baseball, and hopefully graduating in a reasonable amount of time.

With his departure our lives will get back to normal as possible with some planned trips, building a house in a small artsy community 50 miles south west of La Paz in Baja. We will hopefully start our project south this winter, and with any luck be complete by May or June. The surf, fishing and diving are spectacular, and we plan to spend 4-5 months a year down there, when not chasing the baseball team around.

I'm still flying the Pilatus but don't know how long I'll stick it out, especially with the Baja plans.

Hopefully for everyone's sake, things will smooth out and we will come out of the current fiasco at good 'ol UAL in better shape than some people forecast. Let's wish us all luck and good fortune during the coming months, and thank you for keeping this thing going for all of us.

Sincerely, *Denny*

GEORGE BLEYLE—2259 Weir Drive, Husdon, OH 44236

Dear Jock/Cleve; I flew my last trip one year ago tonight, Aug 16-18, 2002, ORD-LHR-ORD. It was the trip of my life! In London, I took the whole crew to dinner at a local Greek restaurant - the party consisted of my wife and youngest daughter, my two first officers, 10 of my 13 flight attendants (three were 'no-shows'), a British-Midland A330 Captain friend, his 10 year-old son and a son's friend and two first officers from another crew who weren't invited but came anyway. But who cares? The tab came to £565, but my wife thought

it was \$565. Boy, was she surprised when she found out it was really \$915!! But, again, who cares because it was my last trip and, as they say, a good time was had by all!

On my arrival at ORD the following day, the crash crew shot their water cannons as I parked at the gate for the last time. The passengers, who knew it was my last trip, cheered and many flight attendants had tears in their eyes. To top it off, I wore my outrageous red, white and blue English court jester's hat - with bells - that was given to me by the crew the previous night - through immigration and customs. That was no problem, but the security weenies thought it was some kind of trick. I'm still living in Hudson, OH, where I've been for the past 25 years. Anyone who's passing through the area and needs a cold beer (or two) please give me a call at 330-655-2046 or send me an email at: orion@gwis.com.

You're always welcome! Cheers, *George*

TED BOCHNIARZ 11165 Regency Drive,
Westchester, IL 60154

RETIRED UNITED PILOTS' FOUNDATION

Hi Jock: My letter this year is a little early because I'd like to call your attention to the absence of the "Foundation" address notice in the last issue of the *RUPANEWS*. This is a crucial item since this is the only lifeline the "Foundation" has to attract attention to itself.

The condition of the Foundation's finances is deteriorating badly, since the active pilots using payroll deductions are retiring and hardly any new people are taking up the slack. At the time I took the treasurer's job, the active pilots were supporting the organization in fine style, and whatever the retirees contributed went to build a capital base. This is no longer true. There are ten recipients, and the average support check is roughly nine hundred dollars. On a yearly basis, the Foundation requires about one hundred thousand dollars to support it. Everyone connected with the organization pays for whatever expenses he incurs doing his job.

Anyone interested in applying for a tax-write-off job is welcome to join us.

Thanks, *Ted*

Apologies for the omission, Ted, we are reorganizing layout and the lines of communication aren't quite straightened out yet. Ed

RAY BOWMAN—DEN,ORD, IA

Ray777@qwest.net

What a deal this retirement is. Have been just a bit busy.

Have two antique fire trucks, both 1948s, and they need care and feeding. They are a pain to drive very far, so have purchased a tractor/trailer that is licensed as a motor home, to carry them. Sure does raise the eyebrows of the weigh station folks. My lovely wife, Barbara, and I have been doing some traveling since the last report. We did the Ireland thing with our church group, and had one wonderful time. The Irish are a fantastic group of people. Yes, there are lots of pubs, but the food is not too bad either, and the scenery is remarkable. As I remember, they told us that there are 47 different shades of green there. I didn't count them, but don't doubt the veracity of that statement.

We spend six weeks in Arizona at Casa Grande' trying to escape the snow. We got home last year, just in time for the biggest blizzard of the season. We were unloading the m/h and some rain began to fall, that turned to light snow, then heavy snow. The m/h stayed on the street in front of the house for a week before I could move it to the side of the house. But I am NOT complaining. We needed every little bit of moisture.

We are planning a seven week jaunt into New England this fall. Will leave with four neighbors, and travel together being the consummate "leaf peepers." Hope that you native New Englanders will suffer us the enjoyment of your beautiful trees, and scenery. Till next year! *Ray*

JOHN P. CURTIS—3390 Lakeview Drive, Winter Haven, FL 33884

How time flies! With Traveling, visiting the kids, boating, motorcycling, keeping up the houses, and flying our seaplane, there's more than enough to do.

Our oldest daughter has given us fine wonderful granddaughters and son John is still an airbus captain. His wife, Susan, learned to fly and was with American Eagle until 9-11. Our youngest daughter, Kathy, completed her doctorate in psychology while working full time doing studies for NASA. In addition, she took an intense interest in flying, completing her private, instrument, commercial, instructor, and seaplane rating, all within 20 months.

CLAY GRANT—2400 S. Ocean Drive, Apt 1-4300C, Fort Pierce, FL 34949 MDW, LAX, EWR, LGA, IDL(JFK), ORD, JFK, LAX. Class of 86. Dear Jock & Group. This was quite an eventful year. First I tore the tendons of the little & ring fingers, right hand. Operated on 11-27-02 to splice them back together, entered rehab 12-2-02 finished 5-23-03 - 67 sessions. Almost back to normal, it was not too bad as their six young and good looking therapists to work on you.

Most activities have been on hold.

Ann is well after back surgery. Back playing golf twice a week.

Other than the normal aches and pains that seventy+ people have, things are fine

Regards to all, *Clay*

R. E. GRUBER—PO Box 663, La Conner, WA 98257 grub60@fidalgo.net

I note that it is time for my annual letter. This year I pick the letter "G" for, Goodness Gracious, Great day, Grand, Glorious & Goodbye. *Bob*

ROL HAMELIN—5167 Gore Circle, Vail, CO 81657 rolvail@aol.com

Going on six years and busy like everyone else. Still in Vail winter and summer, Maui in the spring for six weeks and then almost three months each fall in Sweden and Italy exercising Ferraris. Always think I can make a dent in the Italian food and wine supply but there is an endless supply - Will keep trying however. Hope life and UAL continues to treat everyone well. Ciao

JIM HANDSHAW—723 Hilltop Drive, New Cumberland, PA 17070 handshaw@comcast.net

Greetings to all, I retired in early 2001 to treat depression, something I've dealt with unknowingly my whole life. The good news is I feel better than I've ever felt, the bad news is the Feds won't allow an anti-depressant.

I am privileged to have spent nearly 34 years in the cockpit with the best people in the flying community. Thank you all.

I bought a new BMW 1200 motorcycle this spring and in May rode it coast to coast in 6 days. The first time I ever drove across the country (probably flew across it 2,000 times). I had visual sightings on several VORs (Indianapolis, Winslow, and Gila Bend). Wishing several times for a WX radar. It

felt like a day domestic trip. Wake up in the morning travel all day, eat dinner, stay over, and get up the next morning and do it again. Cellular (ACARs) coverage the whole way. The joy of flying but no answering to anyone except myself. Also, two years ago I started playing the cello as a complete beginner. I'll be a student the rest of my life (lessons, recitals, the whole bit).

Mimi and I will be married 37 years this month. We divide our time between our second home in Ocean City, NJ, our three grandsons (two on the east coast, one on the west coast), and checking on my elderly parents nearby.

Lastly, if anyone is dealing with clinical depression and wants to talk, give me a call. 717-774-5979. Thanks to all the workers and stuffers for the *RUPANEWS*. *Jim*

FRED HAYES—45400 Calle Pintoresca, Temecula, CA 92590 phredh@iinet.com

PIT, DEN(TK), SFO and LAX (30 of 33 yrs.), 1964-1997.

Jock...thanks for your great work on the RUPA mag. The check really is in the mail.

Health and wealth (thus far) are holding 6 years into being placed out to pasture. In my case, 22 acres of avocados in sunny, but not rainy enough, southern CA. The Chapter 11 is on the minds of us all. Glad we have Roger Hall and the boys looking out for us again. (I expect I shall hear back from that!)

Bonnie and I got a new granddaughter since my last. A couple of trips in the Baron, involvement in the REO automobile club, nursing my "C" fund (AKA my toilets...read rental property) and continuing my woodworking keeps me out of the bars. Any Ruparians with old (there is no other kind) REO auto parts around, drop me a note. I have a market: Mine is a 1929 Flying Cloud "C" for those old enough to remember.

Son Roger still flies for Mesaba (Northwest Air-link) out of MSP. 6 1/2 years now. He's beginning to wonder when, if ever, the majors will come back. I keep trying to be positive but it is a different world than the one we had for our careers.

Here's hoping your recovery is complete and you get meaner by the day. Kudos to your able assistants on the RUPA mag. *Fred Hayes*, AKA Phred

RICK HOEFER—24366 Totuava Circle, Mission Viejo, CA 92691 marierrick@aol.com

Hi guys: We've been going to Europe, mostly Austria, every spring and/or fall. We now do an overnight in IAD to reduce the jetlag.

Our life reads like a soap opera that nobody would believe. Last November our son Dan married Ying, a Thai from Hat Yai. In January our son Steve married May, a Thai from Hat Yai. The brides had never met each other before the weddings.

Marie and I and son Mark were in Steve and May's wedding in the jungle near Surat Thani. It was the most beautiful, exotic ceremony I have ever been in, ever seen for that matter.

Dan and Ying's civil ceremony was in November in San Diego. But Ying wants the religious ceremony in September in Escondido when her family can get here.

We had never met May until the wedding but we had known Ying for 10 years. She was with us for three weeks as an exchange student and always kept in touch, but didn't meet Dan until she was in San Diego studying for her masters' in international business, which she got this spring.

We're going to try a SNA-SFO-KIX-BKK-HKT-INN-FRA-ORD-LAX circuit after the wedding if all goes well.

Marie is skipping her annual air race this August in order to take care of the new in-laws while they are here.

Lots of "kids" show up and stay with us for a while, anyone under 50 is a kid, we love it.

see ya next time, *Rick Hoefer*

JIM IRWIN—7106 Fallbrook Court, New Port Richey, FL 34655 PIT, BHM, PIT. USS, JFK, LGA, ORD

Dear Cleve, Enclosed is my check, late for the *RUPANEWS*. I would have written in June, my birth month, but since I wrote a letter to RUPA in June regarding the passing of Captain William H. Riley in May, I did not wish to interfere with that letter. However, my letter regarding Captain Bill never appeared anyhow. [*Capt. Riley's Obituary was published in the July Issue.*]

Twenty-four years since retirement, and we, Ellie and I are still here. We thank our heavenly father for that. Our daughters arranged a party for us in

July for our 60th wedding anniversary. The next morning I was in the ER with blood poisoning in my left leg. I think they called it Colitis. Came home that day, but went back in the next day and stayed three days. Was home four days, then back in the hospital for my stiff neck and I am still wearing a soft neck brace. Ellie still has problems with her ankle, but we are still here and that is a blessing.

Thank you so very much to all of those who work to get the Newsletter to all of us. *Jim & Ellie*

TED & JONI KESKEY—5196 Birch Glen Road, Lake Ann, MI 49650

Cleve; Sending yearly postage check today. Once again I thank you guys for all the work you do to keep us all informed and up to date.

We still live in the paradise of Northern Michigan near Traverse City. We do get out now and then in the late fall and winter. Last October we toured some of the wine country in the Sonoma and Russian River areas. Then in the winter we went to Cape Canaveral and Disney World with kids and grand kids. But all in all we enjoy all the outdoor activities that northern Michigan and the U.P. offers. One question: in the last *RUPANEWS* Dick Ionata wrote about Southwest passes and in the article mentioned a "retiree card". Is this the travel card or is there some other card? [*Can you enlighten us, Dick? Ed.*]

Well, it's about time to get out on the boat so I'll end here. Thanks again, *Ted & Joni*



JEANNE & SKIP LAROCQUE—22795 Royal Crown Terrace, Boca Raton, FL 33433

The old calendar on the wall says another year has passed, and again, none too soon. The year was full of surprises - some good - some bad. In October, I was diagnosed with prostate cancer in two quadrants; a 6 and a 7 on the Gleason scale. The end of November we went on a 7-day Princess cruise to the eastern Caribbean.

In early December, I had 107 '103 palladium' seeds implanted in my prostate. My oncologist decided to fight the cancer with a double sword. He put me on Lupron Depot shots for a year. Lupron Depot shuts down the production of testosterone in the testes, which the cancer feeds on. Yes, Virginia, I now know what a 'hot flash' is like.

The end of December we headed north to Virginia to spend Christmas with our son and two daughters and the grandchildren. In January, Jeanne's left knee started giving her trouble, so off to the orthopedic doctor for a shot of liquid prednisone. In February, we drove to Osprey, FL to visit friends and celebrate the two ladies' birthdays.

The end of March my mother passed away unexpectedly. We flew to Massachusetts, laid her to rest next to my dad, emptied her apartment and terminated her lease. In the 8 days we were there, it snowed 3 times, including the morning of the funeral. In mid April, we drove to Ft Walton Beach, FL for an air force cadet class reunion. The end of April Jeanne bought a new white ragtop Suzuki Vitara. When I called USAA to get insurance, they asked me if we were going to race the car. I said 'certaintment' ! It has a 400 mouse power engine and accelerates from 0 to 60 in 5.2 minutes !

May turned out to be a very interesting month. We went on a 7-day Holland America cruise to the western Caribbean. Jeanne hit the \$lot\$ again - almost paid for the cruise. We met a couple on the ship who had lived in Boca Raton and moved to Hobe Sound a year ago. We told them we had recently looked at a new Divosta community in Hobe Sound. They told us they were living in a 10 year old Divosta community and their next-door neighbors were going to sell their house in the fall, but hadn't put it up for sale yet. We drove up to Hobe Sound to look at the house. It is in mint condition, the floor plan Jeanne loves, has an 11 X 30

enclosed patio, and backs up to a natural preserve. We made an offer - they made a counter offer - we accepted. The ink wasn't even dry on the contract yet when our 'new friends' told us we just bought the party house!

Now for the rest of the story. A country club that offers a limited number of outside memberships has 9 Har-Tru tennis courts and is only 2 miles from the house. Our house in Boca Raton is sold. Our next-door neighbor is buying the house with an open ended closing date. Our plan is to tile all the floors in the new house, replace the appliances in the kitchen, and move after the first of the year. In mid May I took a PSA test. The result was 0, as in ZERO - dodged another bullet. Also in mid May, I received a letter from the IRS saying my 2002 income tax return indicated I was subject to the alternative minimum tax because of my large capital gain. Turns out the 20% long-term capital gain was really 21.3%. The AMT is the most despicable law in the tax code. It is a rape of the American taxpayer!!! Jeanne's knee acted up again. An MRI showed she has a torn meniscus. Arthroscopic surgery is on the near horizon. The end of May Jeanne and I won the Arkansas state lottery for 17 million dollars. The lump sum payout is not an option. Instead, we will receive \$17 a year for a million years.

In July we drove north to Virginia, and I attended the Washington RUPA luncheon - enjoyed talking with old friends I hadn't seen in several years. Then we drove to Massachusetts and stayed with a cousin in a camp on a lake that my grandfather built. I was on the lake every morning at 6:30 kayaking thru the mist.

We drove back to northern Virginia for a few days, and then drove to Lake Anna, VA where we rented a lake house with a pontoon boat for 2 weeks. The 1st week all the children and grandchildren visited. To say it was bedlam is an understatement. Everyone had a great time, and that's what it's all about. The 2nd week Jeanne and I just 'laxed out. The lake is 17 miles long; in the middle of nowhere, but is a little bit of heaven. Those of you who are familiar with Lake Anna know about the 'cold side' and the 'warm side'. We were on the 'warm side'.

Headed south to Boca Raton and waded thru all the mail and E-mail. That was more fun than a bar-

rel full of alligators. In between all this we still bowl once a week, and I still play tennis 4 days a week. I haven't lost a step yet, but I do have a few more aches and pains than I had last year. Sorry this letter is so short. Maybe next year I'll have more news to report. Til then, regards to all and stay healthy. sdniw liaT, *Jeanne & Skip*

DAVE LINSLEY—8 Horseshoe Trail, Barnardsville, NC 28709
UAL '67-'97; Air Gabon '97; Worldwide Ferry Pilot '98-.01

Hi Jock: Check's in the mail. *Tempus* is really *Fugitting*, who'd a thunk it, me, retired for over six years now, and still holding a Class One Medical!?

Living in Queensland, Australia until Dec, then moving to Las Vegas area. Hard to get license or work as a pilot in Oz...Can work until 65 though! Need to take Instrument, Commercial and ATP written exams, sim checks and airplane check rides. Costs about \$5000. USD. No thanks.

Wanted to fly my last continent, Australia (No thanks to Antarctica). Flew Asia, Europe, North, South and Central America and Caribbean with United, and Africa and Europe with Air Gabon (767-200). Now I must hang wings up after 45 years and over 21,000 flying hours, without adding Australia. C'est la vie...finally joining the ranks of fully retired pilots! Remember guys, the best way to get back at all your enemies is to LIVE WELL! *Dave Linsley*

BUTCH MARTIN—1300 Lakewood Drive, SW, Albany, OR 97321

Cleve - The check is in the snail mail and on time. Thanks to all of you who responded to my wife's and my plight. We greatly appreciate your thoughts, prayers and offers of help.

I am happy to pass along, after being told that she would not live for a year, that her one-year anniversary is in September, and, having just completed both a "PET" scan and a "MRI", she is currently in full remission.

Since we have adopted our grandchildren, I guess they are now our sons. Whatever they are called, the twins turned 4 this month. Raising twins at my age is a challenge for them and for me, but

they seem to be flourishing despite my influence. Thanks to all of you who make *RUPANEWS* available. *Butch*

GEORGE & JACQUIE MATHES—10505 Deerpath Road, Woodstock, IL 60098 [geo-mathes@msn.com](mailto:geomathes@msn.com)

Five years into retirement and still enjoying my next career, which involves a lot of contact with our UAL peers, active and retired. Almost like hanging around dispatch every day! My soulmate, Jacquie, joined the ranks of UAL retirees after 29 years and 10 months pampering the flying public (and some of the boys/girls up front). The difference is she is really retired. I haven't done much traveling due to the career change. In fact it was over three years since I boarded a UAL flight until this year for a trip to visit friends in SAN (which was a nicer airport/flight experience than I expected). Maybe the future will hold more travel plans, but in the meantime my better half is taking up the slack. So far, so good on the health front with only minor aches/pains and a few pills. Thanks for all the good work you folks do to keep *RUPANEWS* and the website up and running. Dues and little more on the way to Cleve. *George*

HUGH MCINTYRE—24942 Rodeo Flat Road, Auburn, CA 95602 jetter@auburninternet.com
530 269-2494

Dear Jock: Thanks for keeping the *RUPANEWS* coming while my subscription expired. Norma and I were busy of late, tending to her failing mother in St. Charles, MO. She passed on three weeks ago and we are now at home catching up on some things that got put on the back burner while we were gone. Enclosed is my check for this year's subscription. I always enjoy receiving the news about how and where our former crew members are.

We harvest five acres of the finest weeds in Nevada County every spring. The weed eater is parked for the year, so we can now follow other pursuits. Since retiring, we've done cruises to Alaska, Hawaii, and Baja California. We've also taken trips to Australia, England, Scotland, and Ireland. Retirement is all I hoped it would be. Keep up the good work. Fraternally, *Hugh*

WALT McNAMARA—PO Box 12748, New Bern, NC 28561 wjmcnamara@earthlink.net
252-634-9538; '65 - '98

Dear Jock and Fellow RUParians, As I am about to celebrate my 65th birthday it occurs to me that my life-long love of reading, which has me reading about a book a week, will only last for another twenty years-give or take. That means at the rate of fifty or so books a year I only have a thousand or so books to read. They had better be good ones!

The last year was pretty good. Son-in-law Ty back from Iraq after twenty-two combat missions in the Harrier. Getting to know my four grandsons as they grow and develop. All so different, yet so similar.

I finally got to Oshkosh in my Seabee. On the way to OSH I stayed with new-hire stick partner Gerry Cox and his bride Dare. We caught up on years gone by. After the Cox's hospitality, I was on my way to OSH. It was everything I thought it would be and more. There was a little rain during my five days at the grand event. When I went to the airline tent to see what other UALers had signed in, I found that the rain had washed off all but one name on the sign in sheets. The only other UALER that I knew for sure was at Oshkosh was Candy Burkett. Anybody know who that is??? I returned to North Carolina by way of the New York Finger Lakes, Albany, Connecticut, the Hudson River at 800 feet along the Jersey side and on down the coast.

The Seabee performed perfectly for the entire thirty hours of flying to and from OSH and all the splash and dashes I did on the Hudson, Keuka Lake, Candlewood Lake and the Atlantic ocean with family and friends aboard.

After about 3 1/2 years of working on and improving my Seabee, I've put her up for sale. It's bittersweet, since I don't know how you could have more fun in an airplane than this one. I also know I'll never get my money out of her, but, life moves on, so.... if any of you have had a yen to fly a seaplane of your very own, give me a jingle and I'll send you info on one of the best in the world.

I'll add my thanks to those who make this publication possible.

To all of you - my personal credo in retirement: If it isn't fun, why do it? *Walt*

GEORGE MENDONCA—119 Elm Street #1, San Mateo, CA 94401 george737ual@juno.com
LAX,SFO,ORD,SFO

Jock and all, I guess my life is very dull, I don't have any trips to exotic places. I do have a United mechanic working with me on my P-51 Mustang. We are starting to make some progress. I have moved the kit three times and keep finding I am missing various parts, very frustrating! I hope to get my engine, propeller speed reduction unit and propeller soon. Perhaps that will inspire me to work harder this year.

I am still flying young eagles for the Experimental Aircraft Association. I flew 31 children at the Golden West fly-in at Marysville, California during June 20, 21 & 22. That puts me over 500 kids for the program. It is very gratifying to see the excitement on some of their faces. I think they will get one million children by the 17th of December. One thing I do enjoy is working with the folders and stuffers each month. As I said dullsville so until next year keep the "blue side up". *George Mendonca*

KEN MILLER—2231 Nordica Court, Las Vegas, NV 89117 (68-96)

My 69th birthday just arrived and I survived another LAS summer. I see that more people are leaving CA than arriving (first time in history)--I wonder why? Thanks to Cleve and others for all their efforts and hard work! I hope that UAL pulls through; I've been buying up a few shares at 61 cents per. I wish I had a pension from an annuity rather than from profits (or non-profits). UAL should survive; they finally got the labor contracts they always wanted! Regards to all the great guys I flew with! *KGM*

KATARINA (Katja) MITCHELL—PO Box 454, Laramie, WY 82073

Hello Jock & Cleve, Sorry to be late with the payment for the *RUPANEWS*, Doug's favorite reading material. I am also sorry for not typing this letter, but I am a lousy typist, please forgive me. Doug has been gone for almost six months now, and I still have trouble believing it. He is in my heart and thoughts day and night. I have dreams, and am so sure he is on a trip and will be coming through the door any minute. I hear airplanes flying overhead, look at the clouds and sunsets and

know he is up there with his friends and comrades, who have flown west before him, like Dick Kerwien, J. Brown, Bill Ewald, Ray Schlage, Bob Van Housen, to name a few of the pilots we knew so well. He is probably shaking his head when he catches me trying to change a tire or start the lawn mower.

Many people question me: "What will you do with the big house out on the prairie all alone?"

"Nothing" I answer. This house is my home, Doug designed and built it. It is full of memories and love. Our three children stop by as often as possible from Colorado, Houston and now Petersburg, Alaska, and Doug's dog "Trucker" is still going strong, she is almost thirteen years old. I feel very safe with her around. Our doors are always open. Anyone wanting to drop by will be very welcome.

I am grateful for being able to still fly the Friendly Skies to see relatives in Germany and Sweden and wherever else United flies.

And I want to thank everyone working so hard to put out the *RUPANEWS*. It is now becoming my favorite piece of news. My very best to all. *Katja*

ED MORRISON—2915 Lake Redding DRIVE, Redding, CA 96003Redding

It looks like the current team of UAL managers went to the George Keck school of how to run an airline. Don't sell the seats, just shrink it and the problems will go away.

Em and I are doing well. Lots of traveling. Our kids and grandkids are scattered all up and down Ca. so we know I-5 quite well. We have done a lot of S.A. flying. Skywest [UAX] in Redding treats us very well. Thanks for the great work in keeping us informed. *Ed*

CHUCK & MARGE MUHL—3518 Sarah Ann Drive, Fallbrook, CA 92028 '68-'94

chuck_muhl@msn.com, JFK, LAX, EWR, CLE, LAX

B-day #69. Thankful for safe return from Iraq of son-in-law, Paul (Lt Col., USMC, 1MEF, G-6)

Looking forward to Navy VA-25 reunion this October at Virginia Beach. Still flying r/c when not visiting doctors and their equipment spaces.

For those still ticketed to fly the real stuff, roll some for me with a grin. *Chuck*

SAMUEL C. "SAM" O'DANIEL—2182 Augusta Drive Evergreen, CO 80439
303-674-4515 1964-2002 DCA, LAX, CLE, DEN, SFO, HNL, SFO B47 sam@aol.com

Dear Cleve, Jock, and all the rest of the gang that make this publication possible.

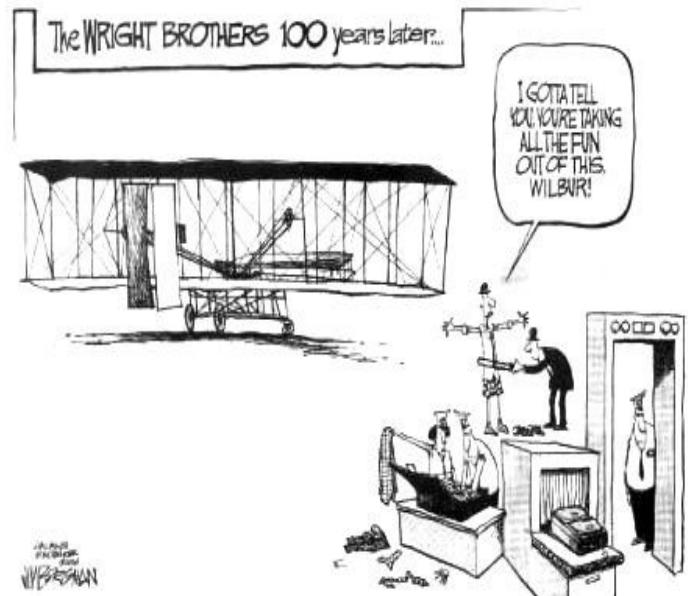
One full year into retirement and "Enjoying every Second of it"!!!! Kinda miss pouring the coals to the-400 and heading off to SYD, but alas, let the young guys have it, I need my sleep!

Traveling has filled up most of the first year. Our daughter Kendra lives in So. Calif. with her husband, daughter, and two sons so we have seen them every other month or so. Our son his wife and two daughters live here in the DEN area so we get to see them quite often. The rest of our family live in MEM. My Mom-84, Judy's Mom-97, Judy's sister and my sister and her family. We were in MEM for the big storm that almost destroyed the city!

This year we joined Mike and Diana Raines, Patti and Gary Johnson, Rex and Linda May, Bill and Jan Slocum, and two other non-airline couples on a motoring trip up the Shannon River in Ireland. Love Ireland, great place, great people, and "Great Guinness!!!

Haven't had much time to use the golf cart, but do plan on using it more soon. Doubt it will help the game much, but the cooler always seems to be half full!

All the best to everyone and we are hoping and praying for the best for UAL and ALPA. Dues in snail mail. Until next year, *Sam*'O



JAY PLANK—2280 Skyfarm Drive, Hillsborough, CA 94010 Jplank1@aol.com

Travels with Sid: May 1, 1944 I was assigned to fly Co-Pilot with Captain Sid Nelson and crew on UAL Air Transport Command in the Pacific Operations. Co-Pilots were assigned for a six-month period, while the Flight Engineer (Buzz Bentson), Navigator (Durwood Ludke "Lud") and Radio Operator (Glenn Slaughter) generally remained with the Captain. After a short course in Celestial Navigation and Ditching training for checkout in Over Water Operations, we were issued ATC Uniforms and assigned to the Pacific Operations from base at SFO.

The C-87 (a modified B-24) with long-range cabin fuel tanks were the first planes we flew on the long range over water flights. The ATC was established to provide priority cargo and passenger service to the Military on a worldwide basis. Flying with Captain Nelson was a real learning experience for a fairly new Co-Pilot.

My first trip with Sid was SFO-Hamilton Field; load up with Military supplies, then a 12:19 flight to Hickam Field, Honolulu. Layover at the Moana Hotel then next flight to Canton Island/ then Nanomea/ layover, then Guadalcanal/ lay-over and on to Port Moresby ending our trip at Townsville, Australia. Return trips with the same stops with a total flight time of 77:22.

On second trip with Sid, he came down with Dengue fever in Guadalcanal and the crew spent all week on the Island. Visiting Sid in the Sick Bay, visiting Native Villages: having dinner on board Admiral Halsey's Flag Ship. What a difference from the Army Mess on Guadalcanal.

Believe me, it was always interesting flying with Sid. Any of you who have had the pleasure will, I am sure, have your own stories to tell. I was fortunate to fly six trips to the South Pacific with Sid; all interesting.

Sid took his flight training with the Army Air Corps. He roomed with Curtis LeMay (later General LeMay). Sid joined United Airlines on July 15, 1931 and was medically retired in 1964. He is now the Oldest Retired Pilot on United Airlines list at age 99.

July 26th, 2003 (59 years later) another trip with Sid from SFO to SEA to see his two daughters who live in the Seattle area. After a few weeks of

preparation (but it was worth it), I picked Sid up at the Forum (a retirement community) and left on flight 1010 at 10:50 a.m. for SEA. Sid had plenty of \$ bills to tip the porters. He had been briefed that Security makes you remove your shoes at the Airport. After being thoroughly searched; shoes off, Sid whipped out a plastic shoehorn and we got his shoes on just right. After a smooth flight from SFO his family picked him up at SEA, and I went on my annual "sailing" trip in the San Juan's. Sid had a good visit with his family in Seattle. They brought him to the Airport on July 30th and we flew home on an A-320. A look in the Cockpit of the 320 was most interesting -"Where's the Wheel & Yoke"?? Never a dull moment, "Traveling with Sid". Bob Callaghan picked us up at SFO and ended another "Trip with Sid". Most Sincerely, *Jay*

M. RAY RANDALL 32290 1st Ave. S. Apt. 119, Federal Way, WA 98003

mrrcorsair@attglobal.net

Hi Cleve, It is that time again, enclosed you will find a check for postage for another a year. It is getting to the point where I recognize hardly any of the people in the *RUPANEWS* letters.

I think I have reached the top of the mountain, was 80 at my last birthday, must be all down hill from now on, Oh well!! Coming down off the mountain was always easier than climbing it. I appreciate all the folders and stuffers that make this paper possible. *Ray*

RONALD E. REIHEL—4520 Castle Lane, Broomfield, CO 80020

Dear RUPA, It is great to have reached another birthday! The reason I'm saying this is that about nine months after I retired I found out that I have acute lymphoblastic leukemia. I'm feeling good, but am going through heavy chemotherapy awaiting a bone marrow transplant.

I don't know if there is anything you [*RUPA*] can do for people in my situation, but here's the situation. I flew with Eastern for 19½ years until the strike of 1989. I finally started with UAL in 1992. The majority of my B-Fund went into ESOP stock, and shortly after that I was forced to retire at age 60. I had a nice short career with UAL as a B-747 instructor and then an A-320 Captain in LA my

last year. Since I was forced to retire, there is no way to make up anything anywhere. Do you think, when UAL comes out of bankruptcy, they could issue new stock to those of us who were really cheated out of everything and have no chance to work and make it up somehow? My shares were worth about \$400,000 when I got my other B-Fund, which was worth about \$50,000 after 31 years with EAL & UAL.

Maybe the company would consider this since they agreed to things like giving people credit towards retirement for furlough time, etc.

We would appreciate anything you can do. Sincerely, *Ron*

Firstly, I hope that you continue to have an easy time with the chemotherapy, Ron, and wish you a good recovery. Regarding your most unfortunate situation, RUPA was not designed to nor has it the wherewithal to take action in such cases. The furlough time pension restitution you allude to was an ALPA contractual deal with the company where, as I understand it, the company said, "Here's the money we'll give, split the pie as you wish." The way matters are playing out in the bankruptcy court that "extra" pension may not be available or, indeed any of the so-called non-qualified pensions (under PBGC rules) –if the A Fund goes. The theft of the ESOP money (as some regard it) may be grounds for a lawsuit but who would be sued – a bankrupt company? Ed.

HARVEY SAYLOR—PO Box 1039, Colfax CA 95713 SFO '56 - '91

In the bare state of consciousness of early morning I heard the squawk of a bird. If I hear the bird I must be alive. Where did this aliveness come from? Some where in the vastness of space and time an immeasurable pinch of nothing became a bit of biology that became me (thanks also to some messy business between my parents).

I live in the world's greatest country and was employed by the world's greatest airline in the world's most sought-after job. I have a wonderful daughter, and I have also lived the past 12 years with the stewardess who dumped me in 1964. Life is good. In a few short years I'll again return to that immeasurable pinch of nothing....and no birds will sing and they never did. *Harvey*

Cleve's note: Nothing changes... Harvey's still the same crazy guy he was when I flew with him years ago

DICK AND FRAN AND SCHULTZ—809

Derby Course St. Charles, IL 60174

rpscessna@aol.com DCA, ORF, YIP, MDW, DW, LGA, ORD '55-'88

Dear Jock and all Fellow RUPA Members: Hello to everyone! And a *big thanks* to all of you who make the *RUPANEWS* possible!!!

It's been 15 great years since Retiring. Fran and I moved back to IL in Oct. 2001, after 13 wonderful Years in Boulder City, NV. We miss our dear friends there and all the wonderful people who helped Fran and I out with the EAA Young Eagles Program in the Las Vegas Area: such as retired UALers Bud Puckett, Gene Lamski and many others. I sure hope they do not stop this wonderful program, because I saw what the program did for the Las Vegas Area, such as a 4 year aviation High School Program, and giving over 5000 young people free airplane rides. Now that is something to talk about! Thanks to all those wonderful volunteers who made it all possible.

On May 10 of 2003 I had my right knee replaced, and next year the left knee will be replaced, is it not wonderful what can be done today to make life in the later years more enjoyable. We thank the dear Lord for that. Fran and I are going to take our first cruise starting Jan. 4th, out of New Orleans and end in HNL on Jan 24th. We will be staying in Hawaii from then on, and living on the north shore in the town of Kailua, where we have rented a house for the last three years. We will be there until April 10 (spending the kids inheritance), of course our children and grandchildren will come to visit us rent-free on spring break.

Our son Dave is a Capt. in ORD, flying B767-757 and has a great attitude about what is going on at UAL these days.. I wish f could share his outlook, but at least he is working.

Fran and I wish you all fair Weather and Great Tail Winds, and all the Best for the holiday season, PS. We will see you all in SFO in Oct. *Dick & Fran*

ART SHATTOCK—610 Arboleda Drive, Los Altos, CA, 94024

The one thing I'm not noted for - I should say - one

of the *many* things I'm not noted for - is being a letter writer. However, when I saw the announcement for the recent picnic, my juices started to flow, so I thought I would give it a shot.

There are a few, not many, who can join me in saying I have read every issue of the RUPA Newsletter. But I can go a step further. I recall the day Bill Kennedy, Bill Williams and Harry Huking came out to the office with a letter they had composed, and wanted to know if they could have it printed. The letter, in the form of a questionnaire, was to be sent to a few Retired Pilots asking if they would be interested in forming a social club. We all know the results of that letter.

From that point, and continuing for the next sixteen years, I printed and collated the Newsletter and arranged for a room for the "Folders and Stuffers". I hesitate dropping names for fear of omitting one or two who might still be around, but I'll give it a whirl. Some of the original F&S's were Bill Kennedy, Bill Williams, Walt Addems, Hugh Coleman, Harry Huking, George Howson, "Iron Hat" Johnston, Ed Edson, Bob Callaghan, Eddie Edwards, Chappie Chapman, Sid Nelson, Brownie Gray, and Leo Kriloff.

If I were a gambling person, I'd be willing to bet the stories bandied about by the present mailing team, though I'm sure they're good, couldn't hold a candle to the fantastic flight tales narrated by the above pioneers.

As an add-on to the above ramblings, I would like to mention that I attended the first RUPA picnic held at the Adobe Creek Lodge in Los Altos, and that I also attended the first of Leo's BNO's held at the Hyatt in Burlingame before the hotel became the high rise that it is today. To further prove what a great guy I am, may I also mention that in the sixteen years I printed the Newsletter, nary once did RUPA have to spend a nickel. The first Newsletter printed after I retired in 1979, RUPA had to start paying.

In conclusion, I'd like to say that working with RUPA all those years provided some of the most enjoyable times of my career. Regards, *Art*
You certainly were a shining example of the volunteerism that drives such organizations as RUPA, Art. Although I'm sure that you have been thanked in the past for your efforts on our behalf, as we approach the 40th anniversary of the first RUPA convention in October, they should be repeated. As

your concluding sentence notes, giving has its rewards. Perhaps we can entice some newer members to try it. Ed

PAT & PAUAHI SHEEHY – 7716 Squirehill Court, Cupertino, CA 95014
pesheehy@comcast.net

Hi to all. Three years retired already! Our health is good, we are keeping busy, and we are squeezing in a few UAL trips. We've had three attempts at SA travel to Hawaii, two of which were successful. Bad timing on the 3rd try in June. In September we will enjoy visiting our son Pete & his wife in Geneva.

I didn't get enough flying at United so I bought into a fractional ownership OurPlane Cirrus SR20 while I can still afford the gas – great fun!

Three grandchildren now, and one on the way.

Life is good, thank the Lord.

Thanks for all the hard work to the RUPA gang. This really is a worthwhile publication! The check is in the mail Cleve. *Pat & Pauahi*

RICHARD A. SPERLING—711 Tonstad Place, Pleasant Hill, CA 94523 sperli6@aol.com

Dear Cleve, Year 1: Retired on Aug 1, 2002. My last trip was delightful with Capt Sam O'Daniel in command of the Big Bird. Marilyn (Wife guy) and son Crosby accompanied me to SYD. I had to complete the entire ID home while family waited on an extended layover in Sydney. I managed to deadhead out to Sydney the next night! Three Pacific crossings in 6 days was a bit much, but you only live once! We then vacationed in Australia for about two weeks, working our way up to Brisbane by train and bus. Great fun!

August included a marvelous adventure driving to Portland, OR for a reunion with the Legion of Valor. The reunion was named "In the Company of Heroes", and included veterans from WWII on. Check Out www.legionofvalor.com to see what this group of guys is all about. I even met another UAL retired pilot who holds the Air Force Cross and is a member of that group. I'll always be proud of my military service during the Vietnam Era!

A brief visit with Rip Osterhuber (another UAL retiree) and Val, in Bend concluded our visit to Oregon.

Of course, the fall included UAL in a tailspin con-

cluding with "Glen" filing Chapter 11 in December. Great holiday gift! So what is new? My probation year (1970) ended one month with a furlough notice arriving the next. I was on the street for 7 years along with almost 700 of our contemporaries. *Aviation Week* talked about the possibility of UAL filing Chapter 11 months before it was declared! How did they know?

We enjoyed a busy school year with Mr. C busy in school (6th grade), scouting, basketball (I was coach), baseball and now swimming. Life is truly fun but full of many curves! Fraternally, *Dick*

JOE STANS—2939 Hardy Road, Santa Rosa, CA 95404

Retirement is not for the faint of heart.

Last summer my wife and I evaluated the possibility of UAL going bankrupt and decided that, while retirement in California was certainly an option, we needed a "Plan B". We explored the Internet and found there were a number of alternatives.

After rejecting those that did not meet the primary criteria of having a Nordstrom's within one hour driving, we settled on Alabama – probably one of the best kept secrets in the nation – well, except for the real reasons we invaded Iraq.

I retired 8 days before UAL filed. We sold the house in two weeks and purchased a house in Alabama. Then we packed, read I packed, since Nola was still working towards retirement in May. Escrow or what passes for escrow in Alabama, closed in May and Megan and I rocketed off along with four cats and two dogs to the new digs on the heels of the moving van. We got there, put up a fence for the canines and began unpacking.

Nola arrived on May 11th and on the 19th we launched for Moscow and a cruise of the rivers and canals to St. Petersburg. Two weeks later we came home, waited a week and drove to California to pick up a load of wine from various wine clubs and terminate membership since Alabama will not allow personal shipments of wine. We see some folks and rocket back in time to leave for a cruise from Southampton to the North Cape in Norway, the most northern point on the European peninsula.

We returned on August 6th and, for the first time since we made the decision to move, we have some time at home. Nola goes off to Shanghai for

a few days in October but I steadfastly refuse to leave. I need to find the rest of my socks and underwear. Not to mention giving my liver a break.
Joe

JOE STANS

Our Vacation

According to my Jesuit masters in primary and secondary school, Norway gained independence from Sweden in 1905 (I think). Anyway, it is more likely that Sweden threw away a marginally useful land-mass clearly able to maintain only minimal self-sufficiency. This included the "Lapps" of Lapland of which none exist in an imaginary place. They are a nomadic people called the Sami and they range from Norway to Russia and you had best not get in their way or fuss with their reindeer. Even the Russians wouldn't mess with the Sami. I don't know why. They seem to be relatively peaceful people who herd reindeer part of the year and live in the south of France the balance of the year. What they do in the south of France is not exactly known but some have been spotted driving big Mercedes in and out of expensive estates. Apparently, the reindeer business is a lot better than, say, the pilot business. Anyway, there is no Lapland and there are no Lapps. There is just a Northern European nomadic tribe of reindeer headers driving Mercedes and they range across the land between the taiga and the Tundra in Scandinavia and Russia.

But I digress. Norway is a grey land with lots of rock, small villages, lutefisk, lots of fish, not very many people, aquavit and tall leggy women with large breasts sporting bad teeth and moles that would be removed in a less socialistic medical climate. Sweden's only mistake was not waiting until oil was discovered off the coast.

The language is mildly guttural with no lyrical element and few known consonants. It is also riddled with diacritic characters that only seem to have a decorative function and make computer keyboards the world over incompatible. The Muppet's Swedish Chef does an excellent Norwegian accent and makes as much sense.

The country is covered with fjords the spelling of which is typical for Norway. Ford is a car and "large ice eroded canyon full of water and fish" is a little clumsy. Norwegian is a very economical language. Like French, a short series of guttural grunts can mean anything from "My I have a beer?" to

"Get off my foot or my wife will beat you senseless", depending on the context, how the left leg is raised, if the speaker has a sealskin earflap hat on or which finger is in which nostril.

The fjords are deep, long and dreary, although they offer some milliseconds of spectacular beauty -- if the sun should be shining, and it does rarely. This climate serves to make many Norwegians clinically depressed and susceptible to rickets. Consequently, Norwegians are very white, since they need to grab every tiny bit of UV to manufacture enough vitamin D to avoid the disease. Zoloft is a big seller and the government is contemplating adding it to the water supply like fluoride. At equatorial temperatures, they are said to burst into flame.

Fishing was the primary industry until oil discovery. Now they milk tourists, make shoes, produce "assembly required" furniture which they laughingly sell to Americans and some exceptionally stupid or poor Europeans, some small appliances that don't work very well and lutfish which they cannot give away - except to the Swede's who will, apparently, eat anything, including bicycle seats.

Politically, Norway is Scandinavian. This means that they are socialist and try to provide all manner of services to their people. Everything is "free" with a tax rate of about 50%. It really is not free but don't try to tell that to the Norwegians. They are not as strident as Swede's, however. It is difficult to be strident when you are Lutheran, must pay 9\$USD for a beer and have to row 3 kilometers to church. Sweden can afford to be more strident -- they have Finland to buffer them from Russia and Norway to wring out a lot of the moisture coming off Arctic Ocean and North Sea, and the women don't have as many facial moles. The Finns are practiced at being real quiet so Russia will not decide yet again that they have a taste for skiing. Alfred E. Newman was a Finn.

The boat was great: Good food and plenty of time to relax. It was, however, jammed with geezers who liked to play bingo, ballroom dance, sleep and bitch about the elevator. I have come to the conclusion that people don't die: The women have so much plastic surgery they simply disappear with a soft pop one day when the doctor is pulling the skin tight enough to overcome the effects of gravity. Some have been known to disappear up the liposuction tube, much to the doctors shock, leaving only some false eyelashes and expensive rings spin-

ning slowly on the table. The men just slow down so much that someone slips on a toe-tag and they have a service.

Took lots of pictures and read 5 books.
Cheers! *Joe*

CHAN STOUGHTON—54 Scantic Road, East Windsor, CT.

Last year has been rather eventful for us. We sold our house in sunny FL and moved back to my boyhood home in CT last Oct. We hope to buy a winter condo near our daughter in Marietta, GA, but what with pension in question and losses in the stock market we are holding off for now at least. I have to admit it is a lot nicer taking care of just one house. A lot of you know what a winter we had here-snow, snow, snow. Glad I didn't have to drive to the airport.

I don't remember who it was that mentioned eating cooked tomatoes to reduce your PSA count, but I sure do thank him. Mine went from 7.2 to 3.3 in one year. I mostly drank tomato or V8 juice every day. Now I'm recovering from Lyme Disease. I thought I had the flu at first, but the Doc diagnosed it right away. First of all you don't normally catch the flu in the summer. I also had a red rash on my arm. Those are two signs of Lyme Disease. It has spread all over the US except Alaska I'm told, but mostly from Maryland to Maine. So check for Deer ticks after you come in from outside. They are the size of a dot. I never did see one.

I want to add my thanks to those of you responsible for the newsletter. I do appreciate all your efforts. *Chan Stoughton*

FRANK L. SWAIM—145 University Park Drive, Birmingham, AL 35209 1940-75 DV-CG-LAX 247,DC3, DST, DC6, DC7, DC8, B720, B747.

Dear Jock: My first endeavor into cyberspace. Hope this reaches you OK. Sorry we haven't met before - my misfortune. I truly appreciate your work and all those involved getting out the *RUPANEWS*.

All goes well with Evelyn and me. 28 years of retirement and I still miss the best job in the world. Our health is suitable for our age.

Some of the newsletters bring sadness. News of my former flying buddies having flown west. The last issue cited Capt. George W. Henderson. We went through Pensacola together. He a Marine and me from the Navy. I remember him not only as a fine pilot but also for his artwork. We were neighbors in Denver until the Jet Age took us to separate domiciles.

The month before, it was Captain Norm Johnson from SEA. - my closest UAL friend and early Captain - also in Denver. We flew the DEN-CYS shuttle together for more than a year. On one memorable occasion on a southbound flight, a very inebriated lady passenger was causing a ruckus. Norm went back (247) to quiet her down. She pulled his cap down over his eyes, punched him in the stomach and said: "Get back up there in your @#%\$house and fly this G.D. airplane." The Denver police escorted her off the flight.

He is probably the only enlisted man to convince an Admiral to reverse course. It was during fleet problem XXII, in 1938. We were flying OJ-2's off the *USS Langley*. The third day out Norm spotted the "enemy" fleet and radioed the position back to *Langley*. It was not where it was presumed to have been by Admiral Spruance. He met Norm on the flight deck and started to chew him out for inefficiency. Norm stood at attention and said:

"Admiral, that fleet is where I say it is or I'll dive off this ship and swim home." Much impressed, the Admiral ordered a course to go where Norm said he should. We encountered the "enemy" the next morning, completing the shortest fleet exercise in naval history. Because operating funds were scarce in those days, the SECNAV congratulated the Admiral who in turn gave Norm a promotion and 30-day leave. (He used it to get married). I miss him a lot.

Check to Cleve to continue the best of all my reading material.

Sincerely and fraternally, *Frank*

LEE SWOFFORD—PO Box 1338, Coppell, TX
Dear Jock, I am two months late with my letter, but that is about the way that my life has gone this last year. Turned 81 April 19 and it is twenty-one years since flying my last trip. However, I still dream about flying, but not as often as I used to. I wonder if anyone has written a book about pilots

dreams. It would be a good project for some literary guy. In the last one I was hanging around dispatch - bidding - schedules and flying trips and no one seemed to notice that I was older and had retired.

My health is very good. I take one Cardizem a day to regulate my heart and get a shot every three months to keep my prostate cancer quiet. I read about the many pilots that have gotten themselves all messed up with operations and radioactive seeds and feel sorry for them. After my first shot, my PSA plunged to 06 and has flatlined since then.

Like every one, I have an opinion as to why UAL has gotten into such bad trouble... It does no good for me to talk about it.

My two sons are approaching retirement and that amazes me more than anything.... One is just four years and the other six. years away. It would be a real kick to ride on their last trip as they rode with me on mine.

Last summer the Collins B 24 and B 17 were at John Wayne airport and I took my wife through both and then I rode in the B 24 for about a twenty- minute ride - first time since January 1945, It was a real kick.

I am very grateful that I have lived in the period that I have. I was born on a share crop cotton farm in western N C. Moved to Minn. when I was seven. I Grew up in poverty during the great depression, joined a National Guard field artillery unit, was in Louisiana from Feb. 1941 to Jan '42, then got into the Air Corps and graduated from flight training in Feb '43. I checked out in the B 25 then the B 17 and the B 24 in which I took a crew to England via South America and Africa, arriving Jan 2, '44. I then flew 30 bombing missions of which 15 were as Squadron lead pilot.

I led a twelve-plane formation on D-Day - my target was two bridges over a river and canal in the north edge of Caen... What a sight!! All those ships. and their wakes could be seen all the way from England to the beach in Normandy. I hold two DFC's Six Air Medals and the Freedom Medal from the Provence of Normandy... After returning to the US, I checked out in the DC 4 and flew about fifteen trips between New York and Paris, taking priority cargo over and bringing back wounded soldiers, Very rewarding!

I was released from the service in Oct 45 and

joined Capital airlines Nov 1, '45. Then thirty-six-and-one-half years on the airline. A wonderful life...

I live in the Dallas area and hear all about the struggles American Airlines is going through. I just hope that United can pull itself out of the hole they are in, I am not altogether sure the management that they have now can do it.

Thanks again to all the RUPA people who keep the organization going.

I love the old airplane pictures *Lee Swafford*

MO TATTON—28263 Long Meadow Drive, Menifee, CA 92584 moannoasis@comcast.net

Hi Cleve: Better get this off quickly or I'll be two months over (still better than my 6 month average).

A little over three years ago, we moved from our home of thirty-three years in San Mateo to Orange County mainly to be a little closer to our son and family. After that traumatic experience, and voweding never to move again, we slipped into the gypsy mode and committed ourselves for two more moves.

We are presently renting a house for approximately six months while our new house is being built. Hopefully, when we get settled in there we can set down permanent roots. *Mo & Ann*



KEN TOBIASON—1100 Sandcastle Drive, Corona Del Mar, CA 92625 1967-2001 (Mostly LAX, mostly plumber ... oh the glory) kftobiason@cox.net

Just back from coffee with the guys, one of whom is Walker (Bud) Mahurin who shot down 24.75 (almost a quintuple-ace like the tragic Manny (Pete) Fernandez). Bud was a guest of the North Koreans for two years, a fellow whose body reflects the torture and neglect of his hosts there. He also escaped and evaded in France in WW-2, one of the very few who bailed out over enemy territory in two wars. One may be both humbled and thankful for such men. He also was a friend of that great man, Bob Hope. I mention that, as just about everyone I meet these days has a personal story about the late Bob Hope.

Here's mine: In late 1966 Bob Hope, Les Brown and some gorgeous beauties were entertaining a huge throng of GIs at Long Binh near Bien Hoa, our base. We got a report that his venue was being set up for a mortar attack, devastating for a such concentrated assembly.

The reports kept coming in stating the VC were in the open, approaching on the road (really), from the west, with mortars and only three miles out. Finally, we got the launch orders for napalm and 20mm. We made our initial attack from directly over the huge crowd. The *Stars and Stripes* reported that Hope wisecracked that the USAF was trying to get in on the act. Bob, if you only knew. For more on Bud Mahurin try

http://www.acepilots.com/korea_mahurin.html just another reason I am humbled by those who served, persevered, were tortured, survived and yet, somehow, subsequently led nearly normal lives.

Some day perhaps, I will find out about the true story of the late Manny (Pete) Fernandez, a terrible tragedy. There are so many of these guys and they are leaving many untold stories, as they fade from the terra no longer firma.

And where do we get such men? America, my friends, America! We breed 'em.

Peace Brothers; *Ken*

JIM (MUDDY) & ROBIN WATERS—828 Gleneagles Lane Wilmington NC 28405 (910) 256-6460

Dear Jock, et al., The check to Cleve is in the

mail, some three weeks early! I'm finally using my retirement to get organized. About time, says Robin. We've had a quiet year, not a lot of traveling, and that by car. Like many others, we aren't spending much until we see the outcome of the pension mess.

Five years retired, Medicare next month. It hardly seems possible. Friends ask if I am happy to be retired, with all that's going on. I reply that I was glad to be retired in 1999 and 2000, when all that was happening was lousy wx, bad schedules and unhappy pax. Now I'm ecstatic.

Our biggest news is that our son Mike and his wife Julie are expecting their first child, our first grandchild, in February. We are delighted. Correction: I am delighted, Robin is walking on air. Should be fun.

Mike had a ten-week (paid, thanks for small favors) internship at the Congressional Budget Office, which he enjoyed. As I write this, he is getting in three weeks of Naval Reserve flying before going back to the JFK School next month. We hope he can find a job in May. At least he's given up on flying. Wise young man.

Jock, thanks again to you, Cleve, and all the volunteers who make RUPA work.

We are happy and healthy here in coastal North Carolina, and always ready to welcome friends. If any of you are in the area, please give us a call.

Jim & Robin

JAMES W. WAUGH—1325 Rosemary Lane, Bolingbrook, IL 60490 JimDebbie@earthlink.net

Dear Cleve, The ink is not dry on the last check yet but here is another. Thanks for all the great work you all are doing with RUPA.

Looks like we might know what will happen to our pensions by this time next year. Senator Fitzgerald of Illinois took a dim view of UAL spending money to expand the O'Hare facilities while they are not funding their pension plans. I don't know if he will do us any good but it made me feel better.

Support for HR 2719 with your representatives in our House of Representatives would seem to serve several purposes not the least of which might protect more of our pensions. If UAL does close our plans, Uncle Sam will have to fork out more money to provide for it's part in all of this and HR

2719 would make that liability unlikely.

I sure hope that UAL turns out better than one of the CIA's first attempts at mobile surveillance back in the '80's. It seems that they equipped a cat, the four legged variety, with the latest technology for surveillance and ten minutes after they released it a taxicab ran over it and killed it along with all of that high technology strapped to its collar.

I flew the last one in '99 and I still can't find time to wipe my nose. I think that it is all of those blessings that the good Lord said He would shower upon us. I just didn't know there would be so many! Debbie and I are doing great and having so much fun that we can barely find words to describe it.

It is always great to see everyone checking in each year and seeing some familiar names of years gone by. May God Bless each of you. *Jim & Debbie*

BILL WELLBORN—417 Biggs ROAD, Pensacola, FL 32507 1964 – 1993 MIA, DCA, CLE, ORD, DEN, DCA

Hi Jock: Guess it's time for the annual update. Nothing unusual to report. Still work for the Coast Guard a couple of days a week trying to keep the country safe from the bad guys.

Several trips in the motor home, usually to visit kids and grandkids or to the Keys for diving. Took granddaughter to Disney World, Sea World, etc. for ten days. Lesson learned, there is no way a seventy year old man can keep up with a ten year kid, but she did have a great time.

Turned seventy last Saturday so I celebrated by buying a motorcycle. It remains to be seen if I've completely lost my mind or just part of it. *Bill Wellborn*



DAVE WESTLAKE—PO Box 28, Reesville, WI 53579 sniper@powercom.net

Dear Jock and Ruparians: With its medical down time and the UAL bankruptcy, I was glad to see the year 2002 pass. Thanks to excellent care at the University of Wisconsin's comprehensive cancer clinic, however, my life expectancy has been restored to normal and I'm gradually getting back to full throttle. Hopefully, UAL will do the same.

God continues to bless Lucky, our family, and me. Our grandchildren now number five. All are healthy and, of course, "above average".

Thanks to you who make this newsletter possible and best regards to all stalwart

Brothers and Sisters who "held the line". *Dave*

LARRY D. WRIGHT - sonoraoldies@jps.net.

Hi Jock, this year has been an interesting one. We moved to another location here in Sonora, CA which is a better one for Marillyn and I. We did go on a small vacation to celebrate our 49th wedding anniversary. Two of our ten grandchildren graduated from Azusa Pacific University which was a "thrill" for us "old folks". We did sell our big fifth wheel but still have our motor home.

I had another problem with my heart. The atrial flutter was only 209 beats per minute, for five days this time, which was lower than my first one which was 300 per minute. The cardioversion worked both times.

Who said it was easy getting older. This sure interferes with our daily activities. I guess the good Lord is not finished with me yet. Those of you who have not any physical restriction need to really count your blessings.

Many thanks to those who work so hard with the *RUPANEWS* it is a very enjoyable read.

God bless. *Larry*



IN MEMORIAM

THOMAS A. HERDKLOTZ

Tom flew west on March 16, 2003. He was with United for 30 years and retired in 1982.

His ashes were interred in the family plot in Oakland Cemetery (Woodstock) on July 12th. My daughter, Patt Herdklotz, who is a minister, gave the service at the gravesite. At the end she raised her arms and said that her dad was now in the Cosmos and smiling down on us. As she dropped her arms, four AT6's flew over and Tow Lowe (UAL) did the turn off as tribute – the missing man from the squadron. It was a lovely gesture and not a dry eye in the crowd.

About fifty people from Tom's past, some he went to school with, were in attendance. Afterwards we went to a local restaurant for repast.

Hope Herdklotz

HENRY P. HYDE

Hank was born June 5, 1916 on the family farm in Rollo, DeKalb County, Illinois and flew west December 24, 2002.

Hank graduated from Rollo Consolidated School in June 1933 and then attended Northern Illinois State Teachers College and graduated in 1936. Two days after graduating, Hank started his career with United in Portland, OR and served in many other United stations in Customer Service and retired in 1979. During World War II, he served as a navigator in the South Pacific carrying troops and supplies.

Hank was preceded in death by his first wife, Corrine Solt and they had one child, Kathryn Hyde who now lives in San Francisco. He met and married his second wife, Lorrie in 1994, and they went to Turkey on their honeymoon. They eventually moved from Rancho Bernardo, CA to the Portland, OR area so that Lorrie could be near her grandchildren. Hank was happy to move because wherever there were UAL retirees and Rotarians, he was always at home.

FLOYD BYRON KILLAM, Retired 1996.

11/1935 - 12/2000

In late July, Jaculine & I flew United from Denver to Seattle, then a seaplane to Victoria, BC to join Mrs. Floyd (Alice Snow) Killam and son Scott (and Janice) in a farewell ceremony to scatter dear friend Floyd's ashes. Born in Canada, Floyd and Alice talked many times about retiring to Victoria, a dream that Alice happily fulfilled a year ago.

Captain Tony (a good sailing buddy of Scott's) and his boat with no name, anchored us in a beautiful cove in Sydney Bay. The sun shone bright & warm, Hawaiian flowers (another favorite of Floyd's) surrounded the boat in layers of petals, "You light up my life" and other Country & Western music lulled the rocking boat while Alice spread the ashes (N48 40.159/W123 22.151). We each toasted our sweet friend with an excellent Merlot and relived funny stories that were not quite as good as when Floyd told them, but still made us laugh and remember. A drink was poured for Floyd as well. A fantastic day of tribute and celebration to a wonderful husband, father and special friend to each of us!

Alice and son Byron are now headed to his birthplace in New Brunswick to join Floyd's mother and family in a private ceremony in Wheaton Settlement.

Gerald (Jerry) A. Coss, Retired 1996 (still flying the Cessna Skyhawk)
300 Race St. Denver, CO 80206
N2617@aol.com

JOSEPH (JOE) LUTON, JR.

1936—2003

Yesterday would have been Joe's 67th birthday. I am enclosing a check for him. Joe's death has devastated our daughters, Kara and Kelly and me. A huge hole is in our hearts and now we only have our wonderful memories to help fill it.

For the past several months, Joe had been complaining of stomach problems. It kept him up many nights, only allowing him to



be in a sitting position in bed. He spent many nights in his lazy boy chair trying to get comfortable. We even went to the ER one night, but tests showed nothing heart related.

Finally, after all tests for the stomach were performed and negative, the doctors insisted that he have a stress test. He kept saying it was not his heart and that he had just had a stress test but it had been three years ago.

He failed the stress test and an angiogram was scheduled. They were unable to use balloons or stents to open his arteries. He had forty percent blockage in the ones in the back of the heart and 95 and 80 percent in the ones in the front of the heart. We were told to schedule open-heart surgery and had an appointment with the top surgeon on the east coast scheduled.

In the meantime, he kept saying that he did not want to have his chest opened and our daughter, Kelly, did some research on the internet and discovered that Fairfax Hospital had a procedure that used a rotating drill to clean out the arteries. After consultation with the doctor and finding out that Joe was a candidate for the procedure, it was scheduled.

The procedure was successful but just two hours after he was back in his room, he went in to cardiac arrest and we lost him.

His memorial service was a celebration of his life and we were amazed and overwhelmed at the support of family and friends. Our Church was filled to over flowing.

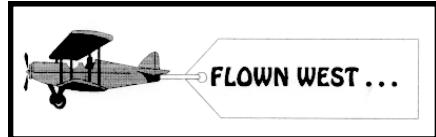
Joe touched many lives and probably some of you who are reading this. He was an avid pilot who was proud of his career with United, as we all were proud of him, loved life with a zest many of us lack, and was a special husband, father, brother and friend.

He truly will be missed by all of us but never forgotten.

We just celebrated our 40th Anniversary this past February. **Aurelia Spence Luton**

VIRGINIA WEBER

Mrs. Virginia Weber, widow of Capt. Carl Weber passed away on January 2, 2003. She was a resident of Palo Alto, CA.



DOUGLAS B. CAMPBELL	6/2 /2003
PARK R. LEARNED	6/23/2003
WALTER R. VANCE	7/11/2003
JOSEPH LUTON JR.	7/23/2003
ROBERT E. MORLEY	7/24/2003

* *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—*Westwood CC - 540-338-4574*

Deadline: September 17, 2003

Mailing: October 1, 2003



PERIODICALS

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