



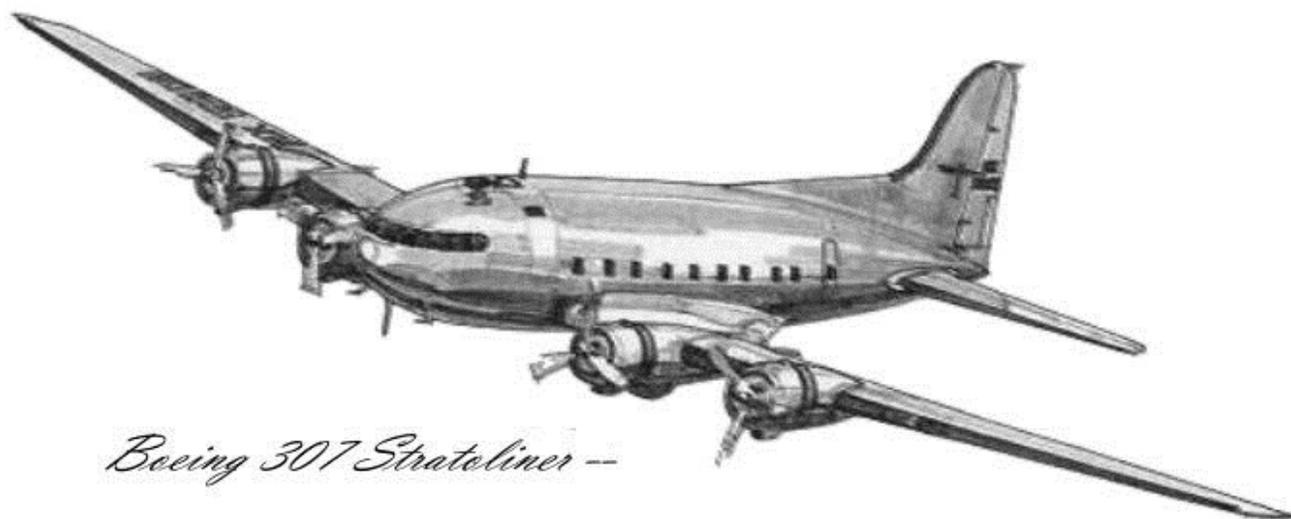
RUPANEWS

Journal of the Retired United Pilots Association

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, I just have a few short items to pass on to you this month for your perusal. I received a call from the ALPA MEC office the other day. Apparently a few retirees have called them for help with the Proof of Claim Form. If the court has denied your claim, DO NOT call the MEC office. They, like RUPA, cannot give you any advice on how to proceed with an appeal. Our advice is to seek help through an attorney.

You may have read that the government has estimated the worst-case pension shortfall at United would be \$7.5 billion. There still is no support from the Bush administration to push for legislation to ease the company's liability. If the company's liability is shifted to the PBGC, it is feared that the PBGC would be overwhelmed, to put it mildly. Legislation has been introduced in congress to give relief to companies with pension funding problems. If you have not written your legislators asking their support for HR 2719, you are urged to do so as soon as possible. Go to www.rupa.org, click on the Chapter 11 Links, then click on United Retired Pilots Benefit Protection Association. There you will find an "Urgent Call to Action" article. That article has a link to a sample letter you can copy to send to your respective legislators. Do it soon!

The Convention is fast approaching. If you haven't sent in your registration form, it is time to do so. This year's convention is shaping up quite nicely and a good crowd is expected. I would like to have your forms by October 18th. Look for the Registration Form and explanation of tours elsewhere in this issue. Remember to bring any UAL Memorabilia, Photographs, etc., that others might enjoy.

The inaugural SFO RUPA Holiday Party will be held at the Sheraton Gateway Hotel, just south of the airport, on Wednesday December 3rd. Look for more information on the following pages.

It is time to start planning for next year's convention and cruise. It will be a seven-day cruise from Seattle to Alaska and return to Seattle. You will find more information inside this issue. One thing to remember about a cruise, you must get your registration in early to insure the cabin of your choice. Verandah cabins sell out very early. Until next time. Fraternally, *Rich*

EDITOR'S NOTES

This issue marks the start of a new series of covers obtained from postcards in the 1974 Collector Series, which United made available to passengers. The artwork is by Roy Anderson, and though the aircraft are not as closely identified with UAL's past as the previous covers by the late Nixon Galloway, we feel that they provide a suitable link with the aviation heritage that we retirees are part of.

As we go to press, there may be some impending action on the pension front for United Airlines' retirees - whether present or putative it is difficult to say. As usual, we have taken the course of providing our members with whatever information is available, along with the most informed opinion we have access to, in the person of Doug Wilsman, and letting them make their own judgments. There is a saying that in politics a week is a long time, so it is not wise to let one's emotions get too caught up in what will often be seemingly contradictory and confusing events. Most of us have done the best we could to provide for a retirement for our dependents and ourselves; we can but stay the course. Good luck to us all!

Joek Savage, Editor

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

DANA POINT RUPA LUNCH

Third Tuesday 1200 16 Sept,03, Wind and Sea Restaurant, Dana Point Harbor

On Deck under the blue umbrellas were Carlos Bernhard, Bob Brockmeier, Ron Cordes, Bob Furhrmann, John Grant, Jim Grosswiller, Pete Hansen, Ed Judd, Earl McKenzie, Bill Meyer, Bill Rollins, Ted Simmons, Jim Stowell, Joe Udovch, Pete Moyer, Al Hooper, Rudy Loftin, Bill Stewart, Walt Bohl, Rex Mey. Missing, but in action, was Park Ames. By a phone call he gave a good excuse...so we were a few jokes less!

Glad to see Bill Stewart, Jim Grosswiller and Rudy Loftin. Hope you can become regulars.

Tony Testa was also not present. Seems like he is at home with two black eyes from surgery for "sagging eye lids". By phone he informed me that he is getting ready to be in the new edition of the Abercrombie & Fitch catalog. Actually he said " I feel like I've been in fight with Joe Louis". Recovery is going well. Tony got hired around Xmas of '56, he was the old guy at 30. There were only eight in his class. One of which was Rudy Loftin. Rudy was able, thankfully to insert humor into a heavy 6-day-a-week schedule. Guys like "JOE Z" were waiting just around the corner.

Rex May wandered in all the way from Playa del Rey. I think he was looking for a bathroom. Glad to see you Rex!

Ed Judd brought an Aviation Quarterly book that had an interesting article on Helen Richey, who at the age of 25 became the first woman pilot for the US Airmail. That was in 1934. Not much call for women pilots back in those days. John Grant was keenly interested as his daughter is 6 years with American and just hanging in there, but for different reasons. Fortunately his son in-law has 15 years with UAL - Quite an aviation family.

Reminder: update your records for the new directory for issuance in January with current E-Mail. Cleve appreciates it. Next Lunch October 21. *Ted*

DENVER GOOD OLE BOYS

The September meeting of DEN Good ol' Boys occurred on a beautiful fall day, and occasioned a good turnout. There were no reports of infirmities, and the feeble attempt at starting the meeting with a joke, didn't occasion too many groans.

Jim Krasno updated the assembly on the latest from the United Retired Pilots Benefit Protection Assn., including the apparent status of House Bill 2719. As Jim pointed out, HB 2719 appears to be a win-win for all concerned, so we really need to communicate with our congresspersons the need to support it. The alternatives are dire.

Ray White came all the way from Florida to attend the meeting, which added to our collective enjoyment, fellowship and camaraderie. (And we also got his money)

Those in attendance included: Ed Riehl, Bill Bates, Ray White, Jack Turner, Bob Dietrich, Bill Hoygaard, Tom Hess, Bob Blessin, Arv Witt, Larry Walters, Bob Steeneck, Maury Mahoney, Jim Krasno, Hal Krause, Roger DeLozier, Ralph Stewart, Ralph Wright, Jack Wagner, Chuck Fellows, Peter Lynch, Bob Clipson, Hal Meyer, Russ Ward, Warren Mugler, Ray Bowman, Bill Fife, Dewey Searle, and the scribe and coordinator, *Ted Wilkinson.*

GOLD COAST GROUP

The South Florida RUPA group will meet for the first time this season on October 9th. We will be meeting on the second Thursday each month through April of next year. All of us hope to see a lot of new people there this year. We don't get a lot done, but we have a great time. As in previous years, we will be at the *Flaming Pit Restaurant* in Pompano Beach. The meeting starts at 11:30 AM. If you would like to get a post card each month as a reminder of the lunch, call me at 561 994-6103. If you need any other information or directions, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. For a fly in, we are across the street from Pompano Beach Airport. A ride to the restaurant is no problem.

See you next month. *Jerry Bradley*

LAX AUGUST LUNCHEON

Twenty-four of us met at the *Hacienda* on 21 August.

Jerry Beyer has been receiving many calls because of illness. Turns out he hasn't been sick since Christmas. Someone announced at the Valley lunch that Jerry was quite ill and didn't realize that that had been six months ago. He seemed quite healthy today and in good spirits. I had a get-well card for people to sign, so I will save it in case he ever gets sick again.

Joe Svendsen brought his grandson, Joe, who is a young pilot and aspiring to get a flying job when he finishes college.

Lloyd Kenworthy was there only a few days after serious back surgery, so I gave him his get-well card and saved 37 cents. Cards were also signed for Jack Mac Donald who recently had a stroke, and Barbara Wright, a recent widow of retired Capt. Bill Wright.

Attending were, John Joyce, Joe Svendsen and grandson, Shirley and Jack Hanson, Herb Goodrich, Jim Day, Gerry Beyer, Sue Ross, Arvid von Nordenflycht, Dave Tank, Norm Marchment, Fred Oldham, Lloyd Kenworthy, Gene Gawenda, Margaret and Charles Barnard, Walt Albright, Pat and George Krosse, Bob Mosher, Don Krueger, Linda May and myself.

Best wishes, *Rex May*

NORTH COASTERS'

The **Cleveland Crazies** once again gathered at *TJ's* in Wooster for our monthly luncheon. 14 retired pilots and 2 wives, thank goodness. For the first time in many months, no active pilots were able to attend and it must be said no one missed any of the bad news from the line.

Present were Jim Burrill, Rip Curtiss, Dave Suits, Gene White, Mike Taylor, Ken Wheeler, Rick Ogden, Ed and Barb Griffith, Bill Christie, Bill Dilzell, Dick Sanders, Don and Bev Karaiskos, myself, and joining us from North Carolina, former Cleveland Crazy Don Good. Don was Harley riding from North Carolina to Milwaukee, Wisc. for the 100th year Harley Davidson anniversary gathering. Brave man.

A very pleasant time with friends and much too short. We shall meet again on the third Thursday of the month at 1pm, in Wooster, Ohio. Passing through? Drop in. *Richard McMakin*

PS. You still have Dick Orr listed as an area representative for Ohio, though you did manage to get my phone number correct on the social calendar. Dick is still looking for his monthly check!!!! *RAM* *Oops, sorry about that Dick, we've been planning a bit of reconstruction of page 2, plus a change of layout staff, and so changes have not been made as soon as they might have been. The October issue (this one) should see them in place. Ed*

SEATTLE GOONEY BIRDS

The Seattle Gooney Birds held their monthly luncheon at the *Airport Marriott Hotel* on August 21st. There was a good attendance, considering the nice summer weather. Tribute and remembrances were given for Capt. Bob Berg who "flew West" after a long battle with cancer. He was one of the Flying Sergeants of WW2 and flew over 50 missions over Europe. Bob was a real decent man and we'll miss him!

Fraternally, *Bill Brett*.

TUCSON PILOTS LUNCH PLANNED

The Tucson area retirees and spouses are planning another get together lunch at the *Tucson Country Club* on either the 12th or 13th of November. (We will set the date by mid-October.) Lunch will be served at noon with a no host bar starting at 11:00 am. If you would like to attend and have not received an email, please call me (Randy Ryan) at 520-797-3912, or, send me an email at randelryan@aol.com.

We would love to hear from you and would love to have you attend. It is planned that the charge will be \$15.00 out the door. That means food, coffee/tea, tax and tip, all for \$15.00. There will be a no host bar before the lunch. If this doesn't work for you but you would like to be contacted in the future, call me or send me an email. We hope to hear from you. *Randy*

FLIERS TO BE RATED FOR RISK LEVEL

New System Will Scrutinize Each Passenger, Assign Color Code

By Sara Kehaulani Goo, Washington Post Staff Writer

Tuesday, September 9, 2003

In the most aggressive -- and, some say, invasive -- step yet to protect air travelers, the federal government and the airlines will phase in a computer system next year to measure the risk posed by every passenger on every flight in the United States.

the new Transportation Security Administration system seeks to probe deeper into each passenger's identity than is currently possible, comparing personal information against criminal records and intelligence information. Passengers will be assigned a color code -- green, yellow or red -- based in part on their city of departure, destination, traveling companions and date of ticket purchase.

Most people will be coded green and sail through. But up to 8 percent of passengers who board the nation's 26,000 daily flights will be coded "yellow" and will undergo additional screening at the checkpoint, according to people familiar with the program. An estimated 1 to 2 percent will be labeled "red" and will be prohibited from boarding. These passengers also will face police questioning and may be arrested.

The system "will provide protections for the flying public," said TSA spokesman Brian Turmail. "Not only should we keep passengers from sitting next to a terrorist, we should keep them from sitting next to wanted ax murderers."

The new system, called Computer Assisted Passenger Pre-screening System II (CAPPS II), has sparked so much controversy among both liberal and conservative groups that the TSA has struggled to get it going. Delta Air Lines backed out of a testing program with the agency earlier this year, and now the TSA will not reveal which airlines will participate when it tests a prototype early next year. If all goes as planned, the TSA will begin the new computer screening of some passengers as early as next summer and eventually it will be used for all domestic travelers.

"This system is going to be replete with errors," said Barry Steinhardt, director of the American Civil Liberties Union's technology and liberty program. "You could be falsely arrested. You could be delayed. You could lose your ability to travel."

In the two years since the Sept. 11, 2001, terrorist hijackings, air security has taken a high priority, and the government has spent \$9 billion on improvements. Thousands of explosives-detection machines now scan checked luggage at airports across the nation. A new force of federal airport screeners staffs checkpoints, though next year some airports may revert to private screeners. Cockpit doors have been reinforced, and hundreds of airline pilots now carry guns. In addition, the force of undercover air marshals has been expanded, and as many as 5,000 federal immigration and customs agents will be trained to bolster the force on a temporary basis when the government perceives a heightened threat.

Still, many holes in security persist. Airports and aircraft still appear easy to penetrate, illustrated last month by an accidental landing of several boaters on the airfield at John F. Kennedy International Airport. Air cargo remains vulnerable, as virtually none of the items stowed alongside luggage in the aircraft hold are screened for explosives. Government officials continue to assess how best to respond to the possibility of a shoulder-fired missile attack at a commercial airliner, which they maintain is a serious threat.

In the coming months, major airports in Los Angeles, Seattle, Denver and Dallas will embark on extensive construction projects to build explosives-detection machines into conveyor-belt systems that sort checked luggage being loaded onto planes. (Other airports, including Washington's, are waiting in line for hundreds of millions of dollars in government funding.)

Clearly, the TSA says, the job of protecting the nation's skies is not done.

"Given the dynamic nature of the threat we deal with, it would be impossible to predict when the work would be finished" on air security, said TSA spokesman Robert Johnson. "We don't think it will ever end."

The government says the most significant change in security is still to come in the form of CAPPS II. The current computer screener program was developed by U.S. airlines in the mid-1990s in response to government and public pressure to improve air security after terrorists blew up Pan Am Flight 103 over Lockerbie, Scotland.

The existing system identifies certain passengers as risky based on a set of assumptions about how terrorists travel. For instance, passengers are flagged for additional screening if they bought a one-way airline ticket, or if they paid with cash instead of a credit card. Passengers who present a threat under these and other criteria are issued boarding passes that bear a coding of "SSS" or "****."

But the TSA, recognizing that the system is outdated and easy to fool, wants to replace it and put the government in the role now played by the airlines in making security assessments.

Under the new program, the airline will send information about everyone who books a flight to the TSA, including full name, home address, home telephone number, date of birth and travel itinerary. If the computer system identifies a threat, the TSA will notify federal or local law enforcement authorities. The agency has not indicated the number or type of personnel needed to oversee the program.

The TSA will check each passenger in two steps. The first will match the passenger's name and information against databases of private companies that collect information on people for commercial reasons, such as their shopping habits. This process will generate a numerical score that will indicate the likelihood that the passenger is who he says he is. Passengers will not be informed of their color code or their numerical score. The second step matches passenger information against government intelligence combined with local and state outstanding warrants for violent felonies.

Airlines like the system because they think it will reduce time passengers spend at security checkpoints and lower the likelihood that they will be delayed for their flights. The TSA said the program is expected to flag fewer people than the current computer screening system. The agency intends to test the program in several phases to ensure that it works as promised.

"If it delivers the way it's envisioned, it's going to be a significant, positive change," the TSA's Johnson said. "It's going to be a lot fewer people [flagged], but we think it will be the right people."

David A. Keene, chairman of the American Conservative Union, worries that the computer screening program will go beyond its original goals. "This system is not designed just to get potential terrorists," Keene said. "It's a law enforcement tool. The wider the net you cast, the more people you bring in."

As the government takes a new, large role in one aspect of screening, it is rolling back its presence in another. By late 2004, some airports are expected to replace the federal screening force with private screeners. A security law passed after the terrorist attacks allows airports to "opt out" of the government's federal screening workforce in November 2004. Many airports, frustrated with the staffing cuts and the inability to control the number of screeners at each station, believe they might have more control over the operations if a private company were in charge.

"I've been in various meetings with many airport managers who are saying, 'We don't want as much government control around,'" said James McNeil, chief executive of McNeil Technologies Inc., which provides security screeners at the airport in Rochester, N.Y., one of five test airports that employ private screeners. McNeil said he has talked to 20 to 30 airports that are interested in his services. A large association of the nation's airports estimates that many small airports will opt out of government screeners next year because their limited flight schedules require that screeners work flexible hours. The government will still have a role in security because the private screening companies will operate under contracts managed by the TSA. If many airports, particularly large hubs that handle a major portion of the nation's 30,000 daily flights, choose to revert to the private screening force, some aviation industry leaders have wondered what that will mean for the TSA.

The agency, created just months after the terrorist attacks, has already seen some of its authority stripped. The Federal Air Marshal Service has moved to a law enforcement division within the Department of Homeland Security, as has the agency's explosives unit. Some of its security directors claim they are still out of the loop on some of the agency's latest intelligence on air security.

Johnson, the TSA spokesman, hinted that the agency's future is unclear.

"We've got a department-level organization now created for that sole purpose [of fighting terrorism] and it only makes sense, where necessary, to economize and coordinate," Johnson said. "There will always be a need to provide the best aviation security possible at airports. Whether it's under one flag or another, it really makes no difference."

The Washington Post Company 8 Sep 03

2004 RUPA CRUISE TO ALASKA INFORMATION

Date of Cruise: September 19, 2004

7 day Roundtrip out of Seattle

On The

Holland America *MS Amsterdam*

Check out deck plans and staterooms on the internet

holandamerica.com, click [five-star fleet](#), [ms Amsterdam](#), [Deck Plans - Cruises After 12/17/03](#)

All prices are per person and include \$252.00 for Port charges and taxes

Inside Cabins:

Category MM	\$899.	Dolphin Deck Forward and Aft
Category M	\$949	Dolphin Deck Midship
Category L	\$999.	Main Deck Forward and Aft
Category K	\$1049	Main Deck Midship Lower Promenade Aft
Category I	\$1149	Navigation Deck and Verandah Deck

Outside Cabins:

Category H	\$1199	Dolphin Deck Forward
Category G	\$1239	Main Deck Forward and Aft
Category FF	\$1259	Dolphin Deck Forward and Aft
Category F	\$1279	Dolphin Deck Forward and Aft
Category E	\$1299	Dolphin Deck Midship Dolphin Deck Main Deck Forward and Aft
Category D	\$1349	Main Deck Midship Lower Promenade Aft
Category C	\$1379	Lower Promenade Deck

Verandah Cabins:

Category BB	\$1649	Verandah Deck Aft
Category B	\$1699	Verandah Deck Forward and Aft
Category A	\$1749	Verandah Deck Midship
Suite	\$2499	Navigation Deck

All cabins are subject to availability.

Deck plans are exactly the same as the Rotterdam. Dolphin Deck is lowest deck followed by Main Deck and Lower promenade Deck.

Deposit of \$350 per person is due at time of booking and is fully refundable until 76 days prior to the cruise.

If you want verandah cabins, it is important to book early as they are the first to sell out. The above prices include a cocktail party and a \$50 per cabin onboard ship credit.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520-2119
1-800-309-2023 33
508-829-3068
E-mail gpsp@aol.com

2004 RUPA CRUISE TO ALASKA BOOKING SHEET

September 19, 2004 7 Day Alaska Cruise
(MS Amsterdam) Holland America Cruise Lines

NAMES _____

ADDRESS _____

Telephone(s) _____ email address _____

Mariner Numbers (Previous Holland America Guests) _____

Dining Preference Main ___ Late ___

___ Inside Cabin Category ___ Cabin Number _____

___ Outside Cabin Category ___ Cabin Number _____

Price includes \$252.19 in port charges and taxes. Price also includes \$50 per cabin on board ship credit and a cocktail party.

Total Price per Person _____ Total Price per Cabin _____

Deposit \$350 per person _____ Due at time of reservation.

Balance _____ due on or before June 15, 2004

___ Check made out to Jerry's Travel Service

___ Credit card select one = Master Charge() Visa() Amex() Discover()

Name on Credit Card _____

Credit Card number _____ Exp. Date _____

Cancellation Penalties:

75-46 Days prior sailing \$350 per person

45-16 Days prior sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

OTHER INFORMATION _____

UNITED UPDATES EMPLOYEES ON U.S. PENSION PLAN ISSUES

United NewsReal

U.S. pension plans and their funding have become significant issues for many companies. As Glenn Tilton discussed in his July 21 EYE-ON-UA voice message to employees, companies in many industries - such as automotive, airline, steel and chemical - are facing difficulties in funding their existing pension obligations. Tilton, his leadership team and leaders from United's unions continue to meet regularly with governmental leaders to discuss United's position on these issues.

While United's new collective bargaining agreements and other employee-group wage reductions significantly reduced the company's ongoing pension costs, these cost reductions did not resolve the most significant pension issue still facing the company: government-mandated accelerated pension-fund contributions. Today's NewsReal reviews facts about United's U.S. pension plans, explains how U.S. pension-law changes affect the plans and discusses various solutions the company is pursuing.

** Background on United's U.S. Pension-Plan Funding*

During the past decade, United has contributed more than 2.5 billion dollars to the pension plans, significantly more than required by the government. However, because of the company's financial condition, United did not make any contributions to its defined-benefit pension plans in 2001, 2002, or so far this year in order to conserve cash.

In lieu of making cash contributions, many companies have met their minimum contribution requirements by using portions of their funding credit balances.

United has a funding credit balance because, as mentioned earlier, the company contributed significantly more to its plans in the 1990s than the government required. The company has a remaining credit balance that is available to be used in the second half of this year.

The funded status of United's pension funds decreased after three years of stock market declines. In addition, record-low 30-year Treasury bond interest rates have increased anticipated future pension-fund contributions. Although United's pension plans were approximately 100 percent funded as of January 2002 on a current-liability basis, the plans were on average funded just over 70 percent by January 2003. As a result, United now is faced with the significant challenge of government-mandated accelerated pension-fund contributions.

** U.S. Pension Law Requires Accelerated Pension-Fund Contributions*

As a result of U.S. pension-law changes enacted in 1987 and 1994, United is now required to make accelerated contributions to address the underfunding of the company's pension plans. This requirement is called the 'deficit reduction contribution' or DRC -- a special funding surcharge assessed when a pension plan's funding status drops below 90 percent (or 80 percent in some cases).

The DRC calculation requires that pension-plan liabilities be measured based on especially conservative interest-rate assumptions. The DRC requires that companies with underfunded pension plans make significant accelerated contributions to improve the funding of their pension plans as quickly as possible.

** Unintended Consequences of the DRC*

If the DRC did not exist, United would be able to meet its pension-funding obligations. In the current economic environment, with pension funds negatively affected by historically low 30-year U.S. Treasury Bond interest rates and the decline in stock market values, the accelerated contributions required under law are having the unintended consequence of threatening the financial health of many companies -- not just United -- and their pension plans.

In United's case, these accelerated contributions would significantly reduce the company's cash flow in the near-term, threatening United's ability to fund its business and complicating its exit financing necessary to successfully emerge from Chapter 11.

** United Pursues Various Solutions*

To address United's short-term funding issues, the company is working hard on a number of fronts. First, United is working closely with other airlines, airline unions and the AFL-CIO in support of a proposal for pension reform for the airline industry. This proposal would allow affected airlines to defer certain accelerated pension-funding contributions required by the DRC and would smooth out minimum funding re-

quirements over a longer period of time than provided by current law.

Second, if Congress decides not to enact that legislation, United is advocating for legislation that would suspend the acceleration of contributions on past obligations, as well as legislation that would re-set the interest rates that are used to determine corporate funding requirements for these pension obligations.

Third, United is also preparing to seek waivers from the government (Internal Revenue Service) that would delay some pension-fund contributions and allow the company to reschedule the minimum funding contributions over a five-year period.

Questions and Answers on United's U.S. Pension-Plan Funding

Q: How would the governmental solutions United is pursuing affect my pension?

A: The company is focused on governmental solutions because they would have no effect on pension benefits nor would they impose any additional costs on pension participants. The only way the company's plans would be impacted would be through pension-plan termination or, in the case of union-represented employees, through a renegotiated pension plan.

Q: How does United fund its U.S. defined-benefit pension plans?

A: Similar to other large corporations, United contributes cash to an investment trust that is used to fund qualified pension payments. Only a small portion of the money is used to make pension payments every month. Most of it is held in reserve and invested in order to increase the plan's assets and fund future benefit payments. Federal legislation governs how much money United contributes to the trust and how the funds can be invested. The company's contributions vary from year to year, depending on various factors, such as current interest rates, the return on assets and changes to the benefit plans.

The assets of the trust are protected from general creditors and cannot be used to pay the company's operating expenses or to meet other corporate financial needs.

Q: How underfunded are United's U.S. defined-benefit pension plans?

A: On a current-liability basis, United's U.S. defined-benefit plans were approximately 100 percent funded as of Jan. 1, 2002. By Jan. 1, 2003, the plans were on average funded just over 70 percent on a current-liability basis. The current-liability basis is the measure that the government uses when determining a company's minimum required contribution. (Note: this basis is different from the financial reporting basis that is disclosed in United's annual report.)



ANNUAL LAX HOLIDAY LUNCHEON

All RUPA members, spouses and widows, active pilots and spouses, present and former flight office personnel and spouses and active and former flight attendants and spouses are invited. Bring a friend if you like.

December 11, 2003 at the Hacienda Hotel

525 North Sepulveda Blvd. in El Segundo

This is just South of LAX.

No host bar at 1100 followed by lunch at noon. Cost is \$19.00 per person.

Send check to: Rex May
6677 Vista Del Mar
Playa Del Rey, CA 90293-7545.

Checks must reach me by Saturday, December 6, as I must pay and confirm number on December 8

Hope to see some of you younger retirees.

Best wishes. *Rex May*

RUPA MEMBERSHIP DIRECTORY

A membership Directory is only as useful as it is up to date. This is your last chance to email Cleve Spring your current email address for our 2004 Directory

COUNCIL 33'S ANNUAL RETIREMENT PARTY

**“A Generations Celebration – 2003” will be held on
Saturday, October 25th !**

*It is with great pleasure that we plan this very important occasion to honor our fellow pilots
who have retired from United Airlines
August 1, 2002 through July 31, 2003.*

*Mark your calendars and plan to attend.
It's a wonderful opportunity to visit with old friends and flying partners!*

TIME: 5:30 PM Social Hour / Cash Bar
7:00 PM Dinner

LOCATION: The Stapleton Red Lion Hotel, 4040 Quebec Street
(Located just north of the Training Center across Smith Road and the RR tracks.)
Phone: (303) 321-6666

ENTREES: Please make a choice:

Stuffed Pork Loin

Pork Loin Stuffed With Roasted Red Pepper, Spinach and Feta Cheese. Served With a Mushroom Bordelaise.

Chicken Forestiere

Sauteed Chicken Breast Served With a Wild Mushroom Bordelaise

Vegetable Wellington

An Assortment of Fresh Vegetables and Cheese Wrapped in Puff Pastry

Stuffed Sole Filet

*Fresh Sole Stuffed With a Seafood Stuffing, Served on a Bed of Julienne Vegetables and
Topped With a Mornay Sauce*

COST: \$50 per person.
*Dinner is Open Seating
Dress is Business/Evening.*

- Make check payable to: Council 33 Annual Party
- Mail check & RSVP to: ALPA, 7401 Martin Luther King Blvd., A056
Denver, CO 80207

Questions: Gayle Bebee – ALPA Office (303) 780-5070
Steve Jacques (303) 680-6664

Guest Room Reservations can be made by calling the hotel directly at (303) 321-6666 no later than Saturday, October 4th. Indicate that you are attending the “Council 33 Annual Retirement Party” for the special rate of \$59, plus tax.

Council 33's Annual Retirement Party
(Return this portion by Friday, October 17, 2003)

Dinner RSVP

First and Last Name: _____ Entrée Choice: _____

Retired Pilot: _____

Guest: _____

Guest: _____

Guest: _____

Amount Enclosed \$ _____

*We have hired a photographer for the evening and the photos will be placed on a private website
for viewing and ordering, if you wish.*

Please provide your email address if you would like to be contacted when the website photos are available.

E-mail: _____

Our Honorees

Listed here are those pilots who have retired or are scheduled to retire August 1, 2002 through July 31, 2003, along with those who have taken an early retirement thus far. Please call the ALPA office At (303) 780-5070 if someone you know has been missed.

Terrence J. Allard	Lewis J. Bacheller	Paul L. Bailey	Dwight N. Bales
John R. Ball	Janvier Bolinger	Henry C. Borgerding	William W. Bradford
Thomas S. Brandon	Jerome B. Brink	Thomas W. Brown	Ulus G. Buice
Young D. Cage	Stephen J. Carpenter	Peter J. Cecchinelli	Drue S. Christian
Sandra K. Clark	Ronald W. Cole	David H. Conway	Larry G. Cook
Donald R. Darnell	Jeffrey J. Davis	Stephen R. Davis	John W. Davis
John H. Davis	Michael F. Day	Peter M. Delo	Roger D. Delozier
William W. Dobbs	Jerry C. Dust	John W. Fitzgerald	James E. Flohr
Thomas L. Gauldin	Harold R. Gillenwaters	John H. Grueser	Burlyn R. Gubser
Magnus R. Hansen	Wayne L. Hanson	Allen V. Harinck	Robert L. Hodge
Patrick J. Horne	William G. Houston	Maynard H. Jackson	David L. Jackson
James B. Jenkins	Lionel P. Johnson	Charles L. Johnston	Robert F. Kanive
Neil M. Kardos	Roger B. Keach	George C. Kirwin	Daniel J. Kroencke
Gordon H. Kyser Jr.	Thomas L. Latourrette	Clifford T. Lawson Jr.	Arthur H. Lindstrom Jr.
Gordon R. Madsen	James L. Malone	Jackson C. Mammele	Russell C. Marsh
Robert L. Mayes	Edward T. McCaffrey	Douglas C. McLaughlin	Patty L. Mitchell
Milton R. Moores	William J. Morrison	John W. Myer	Marvin D. Newton
Alfred J. Niedermayer	Samuel C. O'Daniel	John C. Owens	Donald E. Parsons
Charles L. Pike	Joyce E. Piper	Allard L. Rasmussen	Howard J. Rawley
Warren K. Rempel	Gretchen L. Sanderson	Robert C. Sannwald	Douglas D. Schafer
Howard M. Schwab	LaDonna R. Shea	Kevin M. Smith	Kenneth J. Sobzack
Robert W. Stewart	Allan G. Thaut	Melvin S. Uchida	Robert W. VanNuise II
George W. Weiler	Rodney A. Wells	Joel E. White	Joseph M. Williams
	Francis J. Wright	Barry D. Wyttenbach	

Ed Note: The following article has editorial highlights in bold print and comments in parentheses by our in-house pension expert Doug Wilsman. Note that they are merely his opinions of someone else's opinions and judge accordingly. Ed.

WORST-CASE PENSION SHORTFALL AT UAL IS \$7.5 BLN

By John Crawley

WASHINGTON, Sept. 15 — The government estimated on Monday the worst-case pension shortfall at United Airlines (NYSE:UAL) is \$7.5 billion, but there **was no support from the Bush** administration for legislation being pushed by the bankrupt carrier to ease that liability.

(No support from Bush says it all.)

Steve Kandarian, executive director of the government agency that insures corporate pensions, also said it **would cost the government about \$5 billion** to bail out all of the employee retirement plans at United if the airline wound up terminating them to successfully emerge from bankruptcy. (See below)

Kandarian told a Senate Government Affairs subcommittee hearing he did not expect that to happen, but noted that mounting pension problems at U.S. companies pose a broad threat.

"If companies do not fund the pension promises they make, someone else will have to pay - **either workers in the form of reduced benefits**, other companies in the form of higher (pension insurance) premiums, or the taxpayers," Kandarian said.

Kandarian said his agency, the deficit-ridden Pension Benefit Guaranty Corp., has advised a U.S. bankruptcy judge in Chicago that pension plan liabilities at United would **outstrip pension assets by \$7.5 billion** if the airline were to seek court permission to terminate those plans. The agency is a creditor. (If a termination would cost the PBGC 5B and the assets are 7.5B less than liabilities, then the participants would lose 2.5B in qualified benefits after the termination.)

United must resolve its pension problems if it hopes to receive a federal loan guarantee to underpin \$2 billion in financing the airline says it must have to exit Chapter 11 bankruptcy protection. A source familiar with the government's consideration of that assistance said the pension shortfall is **the last remaining hurdle to getting that guarantee**. United is exploring several options, including the termination of its plans as a last resort, industry analysts and sources familiar with the issue told Reuters last week.

Other options that could comprise a multi-pronged solution include IRS waivers and congressional action to ease funding rules that force companies to make bigger upfront contributions to plans that are struggling.

The big U.S. airlines say these rules -- when applied during the industry's worst-ever downturn, weakness in the stock market, and low interest rates -- have imposed staggering costs.

A bill proposed by Rep. Dave Camp, a Michigan Republican, would defer a percentage of contributions for five years and permit airlines to amortize extra costs over 20 years. "It will allow airlines to weather the crisis without having to terminate their defined benefit plans," airlines, including United, said in documents obtained by Reuters that outline their position to lawmakers. **But neither Kandarian, nor U.S. Treasury Undersecretary Peter Fisher, who oversees domestic finance issues for the administration, expressed support at the hearing for Camp's bill as a practical solution.**

And Sen. Peter Fitzgerald, who chaired the Senate hearing, said that proposal would only make the situation worse. "The big risk of course is that United's pension plan would become more underfunded and eventually would be terminated," the Illinois Republican said. (If this legislation fails, the only viable argument against it is what Fitzgerald points to above. And of course, he could be correct---no one knows at this point! The government and the retired participants might become worse off two or three years from now if the legislation succeeds!)

Doug Wilsman update, 9-18-03

Here's the latest. Things are moving fast. This is a real dilemma for the government. "The bills seek a balance between making sure companies keep their pension funds healthy and pushing the companies so hard that they themselves are put in financial jeopardy."

It is a dilemma for retired pilots too. Pensions for an age-65 retiree will be saved from a 15% reduction for life if the plan doesn't terminate soon, but if the relaxed requirements for deficit reduction are reduced and UAL fails in three years, this same retiree might have a pension for life that is reduced by 40% three years from now.

[Any further updates will be placed on www.rupa.org. Ed]



*THE FIRST ANNUAL SFO AREA
RUPA
HOLIDAY PARTY*

All members Welcome

Just a social event to kick off the Holiday Season, as such, you are asked to bring a new unwrapped toy for the Toys for Tots Program

**Wednesday December 3, 2003
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California**

5:30 to 6:30 Cash bar with dinner to follow
\$43.00 per person includes wine at the table with your choice of
Prime Rib, Salmon or Chicken with Scampi. Please indicate your meal choice.
Rooms available at \$89.00 for the night. Call the hotel direct at **1-800-827-0880** to make
your reservations, mention RUPA to receive the special rate.

RSVP Deadline Wednesday, November 26, 2003

Make check payable to: RUPA
Mail Registration to: Richard Bouska
2734 Crater Road
Livermore, CA 94550

Last Name

First Name

Spouse/Guest Name

Meal Choice (indicate #): _____ Prime Rib _____ Salmon _____ Chicken with Scampi

Check enclosed for the amount of \$ _____



**The Two-Year Security Score Card - Still No Plan. Still No Accountability.
The Terrorists Are Still Winning
Elected Officials & Special Interests Putting Politics Before Security**

The Boyd Group/ASRC Inc.

Did anybody notice the slick PR coming out of the TSA last week? Gee, wonder if it's in anticipation of a big "we're sooo much more secure" media blitz planned by the TSA. Like, say, to start around the week of September 8th? Yes, that's it - a well-coordinated assault on honesty and integrity, all intended to mislead the public into believing that two years after 9/11, airport security is monumentally better than ever. Which, for the record, is a lie.

But one must admit that in the last week or so, the TSA has performed brilliantly. No, not in security activities, but in PR stunts. Displaying piles of confiscated "dangerous items" to the media at airports around the nation, the TSA had reporters eating out of their hands. The party line was how wonderfully effective the TSA has been in stopping pointy objects from getting on airplanes, with the conclusion that this is prima face evidence that we have terrorists on the run.

Predictably, the media just repeated it all like a flock of Panama parrots. CNN actually headlined a story about the "millions of weapons" - yes, weapons - millions of them - that the TSA has allegedly confiscated over the past year. And, of course, the local TV news in communities across the nation took the bait, featuring bobble headed reporters broadcasting from the local airport, ogling over tubs of confiscated hygiene items and urging passengers to be careful of what they pack. (Like, that'll sure cut down on terrorism.) Meanwhile, A Terrorist Act In Hawaii. While this show was going on, our aviation system remained as open as ever to terrorists. While investigative reporter Betty Airhead was doing a TSA sunshine story live from East Upchuck International, an actual terrorist act occurred in Hawaii, one that was drowned out by the din about the TSA's fine work in relieving old people of their knitting needles. At Lihue Airport, a man easily crawled over a fence, and calmly proceeded to attack an Hawaiian Airlines plane. Damaged it, too. By throwing rocks at it. Nobody in the media reported this as a failure on the part of the TSA, which has no cross-airport security plan. The man could have just as easily tossed explosives at the airliner, but that's beyond the ability of Admiral Loy and his budget-busting pack of vendors and advisors to figure out.

Let's say it again - something that security experts around the nation have been saying for the last two years: Fundamentally, aviation is no more secure than it was on the morning of 9/11/2001. It's a serious matter - as witnessed by the cascading number of security breaches across the nation. Anybody in a high position - be they Senators, Congresspeople, or Alphabet Organization leaders - who tells the public that the TSA is "doing a great job" can only be described as negligent. Two years after sloppy airport security allowed four hijackings and the murder of 3,000 people, Congress, the Administration, and a shameful array of Washington aviation lobbyist groups are still willingly tolerating the same flaws - and the same incompetent people who let it happen.

Sorry, that makes a lie out of the TSA's claim that we're better than before 9/11.

Politics As Usual. Security As Bad As Before. Cutting to the chase, long before 9/11 our leaders in Washington knew full well that the FAA had made a dog's breakfast out of aviation security. And they did nothing. Since then, the hard fact is that they've done worse than nothing. They've rewarded and further institutionalized the people responsible.

- The incompetent FAA security chief at Boston, who had little or no security background, and had a proven, documented track record of ignoring security failures, has been promoted. Yes, TSA-fans, this politically-appointed hack who's record would disqualify her for a job as a school crossing guard, was initially elevated to head of FAA security for all of New England. Today, she's working at the TSA's Office of Training and Quality Performance. Now, that's rich. But it's quite acceptable to members of congress. And you can bet it's more than just okey-dokey with the terrorist community, too. With folks like her checking on the quality of security, our airports will continue to be a pushover for attack, any time they want do it.

- The Manager of the FAA's Eastern Region Security Division on 9/11 - which covered security at IAD and EWR - is now the TSA's Federal Security Director at, you guessed it, Newark - the airport where his bad oversight allowed a hijacking. Wonderful!
- The FAA Security official directly in charge at Dulles before 9/11, has done quite well, too. In effect, the TSA has sort of put him in the witness protection program. He's now the Federal Security Director at far-away Missoula, Montana. What's interesting is that when he was appointed, the TSA press release left out any mention of his tenure at IAD before and during the 9/11 attack. An intentional cover-up. Missoula media, you may want to check into this.

This is just the first layer of what's on the bottom of the FAA/TSA birdcage. But it shouldn't be surprising - remember, even though congress and more than one administration were warned time and again about the FAA's criminally-negligent AVSEC, within 48 hours of the 9/11 attack, Norman Mineta, the Democrat-taken DOT Secretary, congratulated the FAA on their fine work. Who's side is this guy on? Certainly not ours. And not on the side of the families who lost loved ones on 9/11 due to the FAA's tolerance of bad airport security.

The Terrorists Score Again: The Congressional 9/11 Report Charade. Instead of having the integrity to fix the problem, Washington, from the Administration on down, has denigrated the events of 9/11 into a political charade. Security is now the political football of choice.

"There's plenty of blame to go around...."- Senator Graham (D-FL), and no telling how many others in Congress have made this statement in regard to the recently-released report on 9/11. Translation from Washingtonese: "Hey, we're gonna play some real politics with this one, babe," cherry-picking issues, twisting the facts, and taking points out of context, all with the goal of making political hay at the expense of public safety. In the meantime, the people really responsible, such as Norman Mineta and Jane Garvey, are carefully excluded from any "blame."

Cynical, were it not true: Politicians seem less concerned with fixing security than they are in using it to pander for votes. That's a fact.

Republicans will point at Democrats, and Democrats, the ones who still think Bill Clinton is as clean as Mahatma Gandhi, will point fingers at the Republicans. Neither party has the moral integrity to point fingers at themselves for letting aviation security sink to the level of a drive-in movie prior to 9/11. Neither party, not to mention the sleazy alphabet groups that support them, will dare have the guts to admit that our aviation security before 9/11 was a joke, and today it's degenerated even further.

Meanwhile, the flying public has a big bulls-eye on its chest.

Anybody In Washington Paying Attention? While members of congress eagerly accept sloppy excuses from TSA's thin-skinned and ethically-challenged Admiral Loy, event after event proves beyond a doubt the TSA's "security" couldn't deter a semi-organized Al Qaeda Cub Scout troop on a sugar high. They could bring this nation to its economic knees in a heartbeat. Hey, with the former head of FAA security in Boston doing quality checks, what can we expect?

Now For Something Called Truth: Aviation Security Is A Joke With No Punchline. While the TSA is wasting billions on politically-connected vendors and randomly patting-down children and old ladies, critical areas of our airport facilities are right this minute wide-open to access by any half-lucid moron, let alone professional terrorists, with a gun, a hand grenade, a deer rifle, or a Molotov Cocktail. Or, like happened last week in Hawaii, a rock. Proof abounds:

- At JFK, a guy and his two kids easily paddled a raft up to the AOA at JFK airport and wandered around. It could have been an innocent summer outing for a loving Al Qaeda dad bonding with his children. Teaching them how to hunt, maybe. "Hold the RPG like this, son," he says. "And be sure to aim for the cockpit..."
- At LGA, a mentally-deranged man simply swam onto the AOA, and wandered around until somebody noticed. How 'bout this scenario: think about what a set of suicide terrorists could accomplish - scuba in late at night, spread out across the airport, and have a field day during the 7AM rush. Loy, Ridge, and the rest of the political appointees in Washington are too busy protecting their own sorry rear-ends to even think about this. And too busy telling the nation about how many dangerous hygiene items have been confiscated, while ignoring real security vulnerabilities.
- Remember, the 9/11 terrorists studied the airports involved for months before they acted. Yet almost two

years after 9/11, our key airport infrastructure remains easy pickin's. Here's an example of the high level of vulnerability of our airport system. The single fuel pipeline into Denver International delivers over a million gallons of jet fuel a day. The clumsy hacks running the TSA probably couldn't find it with the combined assistance of a map, a Sherpa guide, and an Al Qaeda interpreter. Yet if that pipeline were destroyed by terrorists, the nation's number six airport would effectively be shut down for days, flat out of gas. See, there is no supply alternative, because there isn't anywhere near enough tank truck capacity in the region to fill in the gap. Now, consider a scenario where well-planned Al Qaeda types take out the fuel pipelines or fuel farms at a number of hubsite airports on one September morning. The US air transportation system would be mortally wounded. Think it couldn't happen? That was pretty much the attitude of the FAA before 9/11, too. And remember, most of the folks with access to these facilities have had almost no real background checks. Comforting, eh? Yep, we're just soooo much more secure than we were two years ago.

- Dig it - this is basic Security 101, and if we can figure this stuff out, so can terrorists. (Heck, even the media is reporting on these types of vulnerabilities. The fact that our airport perimeters are porous is nothing new - security experts have been pointing this out since before 9/11. Remember, the 9/11 terrorists scoped out Boston Logan for months. Chances are that their still-breathing buddies are out there, and they know where our weaknesses are. Too bad that the TSA, congress, and the Administration don't. Real security means thinking like a terrorist and anticipating what they may do next, instead of reacting to the last attack. The Blame-Game. But all this is little more than political fodder for the Kapitol Hill Kindergarten. In Washington today, the biggest shortage is finding a soap-box, what with politicians and special interest clowns posturing to make points on security issues.

- One was Rep. Robert Markey (D- MA), who held a silly airport press conference, demanding that cargo be screened for explosives, and blaming the Bush Administration for laying off 6,000 TSA screeners. Great hypocrisy. Markey doesn't give a damn about security - if he did, he'd be crawling all over Admiral Loy's frame. He knows damn good and well that those laid-off screeners had no role, and would have had no role, in anything but pawing down passengers. He knows that the TSA is an incompetent mess. But instead of focusing on that, he took the low road, because, like they say about 9/11, "there's plenty of blame to go around" and he wants to make sure it's funneled for his political ends.

- Then enter Pat Friend, head of the Association of Flight Attendants, who issued a clearly clap-trap press release accusing President Bush of abetting terrorists because he has not properly funded the TSA. To be sure, the Administration's aviation security policies are essentially nil. But if Pat Friend really was sincere, she would have railed against what her members see - crummy security on the part of the TSA that puts flight attendants and crewmembers at risk every day. But, no, she couldn't resist playing politics with security. She also knows that it isn't money - it's lack of vision and leadership. But to address this would mean spreading some of the blame on her Democrat buddies, who helped create the TSA, and who continue to support it. And that just wouldn't do.

- Finally, we have the sunshine cheerleaders. Like Senator Kay Bailey-Hutchinson (R-TX), who never misses a chance to drool on about how the TSA has made our airports the happy and safe equivalent of the Good Ship Lollipop. The fact that terrorists can easily breach our airport security, as has been done at airports from Lihue to LaGuardia, is something the Senator refuses to see - probably because she wants to protect her Administration cohorts from any scrutiny.

See No Evil. Say No Evil. Hear No Evil. At Least Until The Next Explosion. These are just a couple of examples of what's going on - or not going on - inside Washington, on both sides of the aisle. Ask yourself - how many of these politicians have called for a complete re-staffing at the top of the TSA? (Answer: Zero.) How many have demanded that Admiral Loy resign in light of the massive cost overruns, the poor management, and the fact he has no comprehensive aviation security plan? (Answer: Zero.) How many alphabet organizations, such as the AAAE, have demanded that key officials responsible for this mess be fired? Or demanding comprehensive training for FSDs, some of whom would be more qualified slapping Secret Sauce on a BigMac? (Answer: Zero.) How many times has Tom Ridge even vaguely questioned the effectiveness of the now-proven-to-be-dangerously-bad TSA? (Answer: Zero.) And how many times has any cabinet official in the Bush Administration, including the President himself, issued any concern about the levels of failure at the TSA? (For those playing the home game, the answer is, again, Zero.)

No, Security Is NOT Better. Take a look at where we are two years later. Aviation security policy is still reacting to 9/11, instead of addressing the security of the nation's aviation system and the economy which depends on it. The TSA apologists are either dumb or politically connected. In either case, they are reprehensible because they defend a system that is putting the nation at risk. They defend the same flaws and often the same bureaucrats that let that tragedy happen.

The Score Is Terrorists 10, Aviation & Public Security 0. Count the ways: Billions spent on a TSA which has over 20,000 screeners working without proper background checks. (The guy going through your luggage could be a felon, a terrorist, or who knows what. He could be working for Al Qaeda. With no proper background checks, nobody really knows for sure. And not knowing is a security breach.) A TSA management that wastes taxpayer money, and defends doing so. A TSA that has no anticipatory security programs. We have airports that can be easily breached by itinerant bozos who want to toss rocks at DC-9s.

The bottom line is that anybody who says we're safer is delusional. Maybe boxcutters are being intercepted, but only from innocent and unknowing people. Meanwhile, Osama Bin Laden could be planting C-4 on every cargo pod on the field. Or planning a terminal attack with his operatives inside the alleged secured area. Or a host of other events that the TSA's army of look-for-the-pocket-knife screeners are of no earthly use to stop.

Nearly two years after 9/11, our nation's aviation security is in shambles - worse, actually, than before 9/11, because the sheep-gullible public actually believes the TSA-engineered media stories that we're safer than ever. As the Zogby Poll in July proved, the American public thinks everything is fine. Just like they did before the World Trade Center disappeared. That's real scary.

It isn't money. It's having a plan and people of intelligence and integrity to implement it. But the truth is now clear that we have neither the plan nor the governmental integrity. Regardless of the money spent, or the speeches made, or the number of white shirts standing at screening points, the fact is that today our airports are just as vulnerable as they were on 9/11.

So what's the difference? On 9/11, the nation's aviation system was negligent, sloppy, and run by bureaucrats protected from accountability by politicians who simply don't care.

And the sad truth is, ~~that situation hasn't fundamentally changed. The threat is still there.~~ Security isn't.

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About the Cover: Boeing 307 Stratoliner.

Boeing's Model 200 prototype for the military bomber which duly became the B-17 Flying Fortress, was developed in parallel with a civil version of the same aircraft. The basic plan was for both to have a common wing and tail unit and powerplant, but from the beginning, a more spacious fuselage had been designed for the civil version. It was decided to provide moderate pressurization (2 1/2 lb/sq. in.) providing a cabin altitude of 8,000' to a height of 14,700' and permitting the Boeing 307 to operate with 33 passengers at 20,000' above much of the turbulent weather.

Ten model 307s were built, the first making its maiden flight on 31 December 1938. Unfortunately, this aircraft was lost before it could be delivered to Pan American. Of the nine that remained, three went to Pan Am, five to TWA, and one modified version to Howard Hughes. They were operated by TWA for the USAAF as C-75 VIP transports.

The last surviving version was fully restored and unfortunately was ditched due to fuel starvation on take-off from Boeing Field. After a further year's restoration, it was finally ferried, in 2003, to the Udvar-Hazy Center at Dulles International Airport, where it will remain a non-flying part of the Smithsonian Aviation Museum.

Specifications:

Powerplant: Four 900 hp Wright GR-1820 Cyclone radial piston engines

Performance: Max. Speed 246 mph, cruise 220 mph, service ceiling 26,200', range 2,390 miles.

<p style="text-align: center;">United Airlines Historical Foundation</p>

<p style="text-align: center;">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</p>
--

Weights: 30,000 lb to Max tog 42,000 lb.
 Dimensions: Span 107ft, length 74ft 4in, height 20ft 9in, wing area 1,486 sq. ft.

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**

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 3-1/2 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.

4-1/2 hour tour Includes: Transportation, Admission, and Gratuities.

All Inclusive Price: \$31

PROSTATE CANCER RISK HIGHEST WHEN BROTHER HAS THE DISEASE

NEW YORK (Reuters Health) Sept 15 - Having a brother with prostate cancer is a stronger risk factor for the malignancy than having other affected family members, according to a report published in the September 12th online issue of the *International Journal of Cancer*.

"Unlike the maternal-child pattern that we see with inherited breast cancers, a brother with prostate cancer was associated with a significantly increased risk of the disease compared to a father or any other relative with the disease," lead author Dr. Deborah Watkins Bruner said in a statement.

"This may suggest that the risk may be related to shared environmental factors such as dietary exposures or age of onset of disease, which might reveal a stronger genetic risk," Dr. Bruner, from the Fox Chase Cancer Center in Philadelphia, added.

The new findings are based on a systemic review and meta-analysis of 24 studies that looked at the relative risk of prostate cancer when different family members were affected.

Compared with having no family history of prostate cancer, having any relative with the disease raised the risk by 93%. If a first-degree relative was involved, a 120% increase in risk was seen, whereas disease in a second-degree relative raised the risk by 88%.

Having a father with prostate cancer was associated with a 2.1 relative risk of the disease. Although high, this was significantly lower than the relative risk seen with an affected brother -- 2.9.

The new findings could be used to better gauge prostate cancer risk and could potentially reduce unnecessary screening and biopsies, Dr. Bruner noted.



"The good news is you've cleared security...The bad news is you've got two cavities."

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11165 Regency Dr., Westchester, IL 60154-5638

LETTERS

JACKIE PANCOAST ABEL—16682 Bolero Ln., Huntington Beach, CA 92649 (714) 846-2119 jacquelineabel@aol.com
Hello to all. What would we do without the *RUPANEWS* for keeping wonderful friendships? I am so sorry to have missed the Capital Airlines reunion. This is the first one, in all these years that I have been unable to attend. At first, I couldn't go because I was having surgery (thyroid removed). Then, the saga continues ----- I fell and hit the left side of my face on my marble coffee table. Swollen left side of face, huge black eye, and 5 stitches in a cut above my lip. I was "gorgeous". Always something exciting around here. Because of the fall, the surgery was delayed until a later date. I am planning to attend the RUPA Convention in SFO and am urging the widows to attend. Looking forward to seeing many of you the last week in October. *Jackie*

That's a heck of a way to go about getting cosmetic surgery, Jackie. We're sure you'll be as lively as ever for the Convention. Speedy recovery. Ed

DICK ANDERSON—11011 NE 12th St. #506 Bellevue, WA 98004 55/87 rala5@cs.com
About time for the annual payment and letter as my 76th (that's the spirit) birthday is about to arrive. This past year has gone by very quickly with, fortunately, no health problems. Spent a very pleasant winter as usual at our home on Maui. Did manage a couple of cruises -- one from Bangkok to Sydney last November/December. That trip was even better because Ray and Jackie Dapp and Ron and Barbara Taylor, unbeknownst to us, were also onboard. In May, we took the *Amsterdam* to Alaska out of Seattle; the deal was too good to pass up...and Laurie was named "Ms. Amsterdam."
Our big "event" of the year is Laurie's 50th reunion of her Ballard High School class (Seattle). She is chairperson, our computer is smoking and her committee people are jumping through hoops. It is sure to be a huge success. Ballard's mascot is the Beaver - so, this being the 50th, the whole class gets to be inducted into the "Golden Beavers."
We are hopeful that UAL will survive the difficul-

ties and the pension fund will be allowed to weather the storm. Thanks to the SFO contingent for all the RUPA work they do and, if all goes well, we'll be at the Convention! *Dick and Laurie*

KEETON BARNES—9265 Bay Point Dr., Elberta, AL 36530 251-987-1036 keeton42@aol.com '67-'02 ORD, DCA, ORD DC6, CVL, DC8, 737, 727, DC8, 727, 737, 400, DC10, 777
Cleve, This is my first annual newsletter. Wife Aileen and I are happily settled in LA. That's "lower Alabama" not the other one. Guess I should use the other name: "The Red Neck Riviera." We have always wanted to live on the water, but not "in the water." We've had 75+ inches of rain so far with three months to go. I built nice steps to the yard from our back deck so guests can step off into ankle deep mud. Oh well, no worry about getting the big boat out of the mouth of the creek like we do in the winter time.

I did not have a "last flight" due to sick leave, but that did not stop my wife and her sister from planning and demanding that I accompany them on "my retirement trip." It turned out to be a very nice visit to Scotland. Took a wonderful trip down the Saone in France last April with retirees Tommy and Sande Zander. If you like the things France has to offer (food, wine, cheese, art, etc) there couldn't have been a better time to go. Everyone bent over backwards to be cordial and helpful. Only questioning I received about the world order was from a young Polish man. The French in the bistro apologized for him.

I only know of a couple of retirees on the northern gulf coast, but would enjoy organizing regular get-togethers in these parts if enough people will email me as to their whereabouts.

Retired out of Chicago last year, but looking forward to attending the DCA party this year. I spent my formative years there.

Thanks to RUPA's movers and shakers for their efforts. *Keeton*

DON BARNHART—33920 NW Pacific Highway, La Center, WA 98629

Dear Cleve, Enclosed is my annual check for *RUPANEWS* -- I continue to look forward reading each publication. At 84 years of age I no longer have that spring in my step but I do manage to out race the dog to the mailbox on the ATV and navi-

gate our twenty acres on one of three Kubotas. Barbara thinks we should either buy stock in Kubota or negotiate a partnership with Dan's Tractor in Battle Ground. Actually, she claims primary rider-ship of the newest mower, which has 4-wheel drive and power steering.

Best wishes to all our friends at United.

Sincerely, *Don*

RICHARD A. (DICK) BARROS—5016 San Massimo Dr., Punta Gorda, FL 33950
cacamo@aol.com

Dear Jock, Cleve, et al: Kinda late with birthday check, but had new right hip installed at the Cleveland Clinic (Ohio) July 29 (birth date July 30).

Hanging out around Hartville, OH awaiting 55th high school re-union in Canton, OH then doctor appointment for clearance to drive back to Florida. Spent a week in Texas near Perrin AFB for an all-pilot reunion of graduates from Perrin's all-weather interceptor program, along with former instructors in the combat-crew training program. I qualified in both categories. This all happened the last week of June and for any Perrin people reading this who missed-out get into the Perrin AFB Historical Foundation web-site. There are a handful of dedicated people trying to keep the memory of this great Air Force base, which opened in 1941 and closed in 1971, alive and well.

The 50th Anniversary of the end of the Korean War was also a part of this reunion effort which had a light but enthusiastic turnout.

Best wishes to all of you for your work and dedication.

Sincerely, *RAB*

P.S. Check in separate mailing to Cleve.

MARTIN BERG—13985 Pike Rd., Saratoga, CA 95070

Hi Jock: Jean and I made our pilgrimage to Kittyhawk. Aviation has been a big thing in our lives. When I thought 100 years ago "first flight", 60 years ago my "solo", and 50 years ago our marriage, it made me feel like a pioneer. *Marty*
In marriage, Marty, all men are pioneers. Ed

RAY BERNOSKY—41 Fairview Dr., Flemington, NJ 08822 JFK 9/17/94

What was a short time ago, nine years to date, I was in Alaska on a long awaited hunting trip. Who had

any problems to worry about? A good pension, adequate, we hoped, a few ESOP shares, and my long-held Pharmacist licenses to fall back on; it was money in the bank. The ownership of UAL is a past dream, I relinquished my four privileges to practice pushing pills, my loss of license insurance, those many years, but I have a possible solution to the problems we now face. We need to look for managers who will take the following course of action.... Ask one question of any potential CEO, CFO, PRES. etc... "Will you take us out of bankrupt and pledge to again raise the price of UAL stock to the past \$300.00 level and not terminate our shares to Zero...When you find such an executive, that's your boss...I'll bet the morale will be boundless, everyone will again do their job to the fullest, it goes on and on!

Just nine years into retirement and our clan is doing great. Still going hunting, doing some fishing and a little traveling.

My days in the corner Apothecary shop are few but rewarding. All told, my ESOP shares grew to four hundred, are now 100 and near worthless. I will be looking for the next CEO that will not terminate our shares out of bankruptcy. Plans are to pass the paper certificates on to my grand children. It's my dream.....ho hum.

Fraternally, *Ray*

CEO's predictions are about as valid as a politician's promise... and as lasting. Ed

JOHN BIEGER—732 Coquina Ct., Boca Raton, Fl. 33432. Bocabutch@aol.com

Had a good year and am feeling in good health.

As did John Stefanki, I, too, celebrated Bastille Day with the French.

Each year, the one remaining survivor of our doomed B-17 calls me to reminisce.

God bless. *John*

HERB BREIVIK—25010 38th Ave. So. Kent, WA 98032 mbreivik@worldnet.att.net
Mostly SEA with a little ORD LAX & DEN 57-89
Greetings Jock: Very much enjoy the articles and information provided in the *RUPANEWS* preceding the letters. Mary and I are still enjoying our winters

skiing, mostly in the Rockies and hiking in our Cascade Mountains in the summer.

I have also joined the folks that have those little 7-

day pillboxes: A little rheumatism called polymyalgia rheumatica "PMR". PMR is indigenous to northern Europeans - "Scandinavians", and arrives without warning and in 2-3 years departs the same way. The doc thinks I have a year to go - not much of a deal when prescribed prednisone.

Our oldest son added to our grandchildren; #4 with Britton. We are blessed. *Herb Breivik*

ERIE R. BRITTON—7755 E. Laguna Azul, #173, Mesa, AZ 85208 erleneb@msn.com LGA, DEN, ORD, DEN 1948 - 1984

We have started to "get our ducks in a row" for our Fall return to our winter home in Mesa. I thought I might as well send in my annual "contribution" while I was double-checking that you have the address change effective with the October issue. This has to be the earliest that I have managed to get my birthday "letter" in!!

Have had a good summer considering my ageing bones! - no really debilitating problems with our health, -just nagging things. The smoke in this beautiful Flathead Valley was *very* bad for 2 or 3 weeks this summer. By far the worst we have seen during the 13 summers we have lived here. Both of us developed serious sinus and bronchial infections, and had to "stay in" days at a time. May have been the worst fire season ever in NW Montana. All is well now. We've had about 2 inches of rain (and snow in the high country) during the past week. The Big Sky is back and the air is wonderful! The golf course is in great shape, my scores are going downhill, *but* I am always happy to be on top of the grass (instead of under it)!

Competitive Trap Shooting was enjoyable this past year. I did manage to win a few more trophies over the ATA "year". Like in golf, a person sure meets a lot of good people being involved in these activities. I have just completed 34 years participating in ATA competition and have in excess of 200,000 registered targets. I have enjoyed SO many good times and satisfaction over these years.

Did *very* little traveling on passes this year. Did try to fly UAL Express Sky West from Missoula to DEN in late June, but all the trips both ways were hopelessly oversold during the period we were trying to go. Our children & grandchildren did have fair luck with the Companion Passes. But they did get a further insight into what "standby" could be!! It is saddening to see several of our dear friends

and contemporaries "fly west" this past year. I guess that we have to expect it when we get "ancient"!! I still have *one* more birthday to celebrate before I become an "Octo-"!!

Again, my sincere thanks to all you "good guys" who keep the organization going so smoothly and contend with all the paper work. You sure deserve a lot more pay than you get!! *Erle & Neva*

EUGENE BROWN—19688 Braemar Dr., Saratoga, CA 95070, 45-82

Today [8/31/03] is my birthday, so right on time. Not much change this past year. Mary still on O2 24/7, but gets around pretty good, my three-mile jog yesterday took 39 minutes, I think last year it was closer to 36 minutes. No traveling. Until next year. *Gene*

H. DON BRUNJES IV—63 Poplar Rd, Ridgefield, CT. 06877

Dear Cleve, Enclosed is my late check for postage. Six years from my final flight, and counting. *RUPANEWS* is a great tool for recent news. The following should be of interest; My dad's death brought me thru Tampa on July 1st. Took the opportunity to turn in some expired off line ID90 tickets. I was told they would be credited to my UAL Visa account (\$88.55, \$132.75, and \$155.90). Only \$32.75 and \$55.90 were credited. It seems that after one year the company has made effective a \$100.00 penalty per ticket for "age". No one at TPA was aware of such a ruling. One more cost past and present employees must shoulder!

Also the *only* UAL department that can resolve or explain a ticket problem is "Refunds" (WHQAK) a number I finally found in a two-year-old timetable 888-551-6881. To get a real person Do Not touch any phone buttons. Eventually someone will answer (but only Monday - Thursday). They will ask for the 016 numbers at the bottom of the ticket. Off line tickets must be turned in or renewed prior to one year or lose \$100.00! Thanks again, *Don*

GEORGE A. BUTZ—PO Box F, Marco Island, FL 34146

All is well here. Just a few short trips this past year. We will go to Tucson later this month for the annual Berlin Airlift Convention. It will be in Germany next fall.

Quiet here with all of the snowbirds back up north

for the summer. Enjoy not having bumper-to-bumper traffic for a while.

I am enclosing a check for the postage fees for another year. Once again, a thank you to everyone for all of the work you do in putting out the newsletter every month. It is much appreciated.

Sincerely, *George*

STU CARLSON—387 Saddlehorn Tr. Palm Desert, Ca. 92211 stupolish@earthlink.net

Another year has passed and everything is still going along quite smoothly. Annie and I still enjoy our summers in Newport, Oregon on the beach in our new Marathon Bus.

After my letter last year, Annie and I traveled back to Washington D.C. for a bus rally. The highlight of the rally was attending a cocktail party and Dinner at the Supreme Court Building as guests of Justice Clarence Thomas. On the way back to Palm Desert, we stopped in Nashville for some Country Music, and sightseeing. Before arriving at home, we stopped at Albuquerque, N.M., to attend the balloon festival. A final stop was made in Sedona, Ariz. for some beautiful sightseeing. This September, we are going on a 28-day cruise to Tahiti and back through the Hawaiian Islands. Thanks for all the work you fellas do for us. We appreciate it. Check to follow. *Stu*

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

Time does seem to zip by, and here it is my birth month again. Family and friends gathered around to assist me in getting by the 91st birthday. In some ways it doesn't seem like 31 years since I flew my last 747 trip from HNL to SFO. But there are plenty of reminders that the Golden Years just might be a bit tarnished. My poor vision keeps me out of the left seat of my car, my atrocious golf scores and creaking joints all add to the marks of sticking around for 91 years.

The annual Bay Area RUPA picnic was held at the Elks Club in Palo Alto as in years past. It was great to gather with so many old friends. Some of them not so old by my standards. We were reminded of days past when John Wolfsheimer, who was the retired number one in the SFO food Service, used to take over the barbequeing of the steaks, and he was *the* master chef. Add to that all the food that those who attended brought and you had a wonderful

feast. This year it was catered and was quite different, but no one went home hungry.

Since I retired, everything has gone up but my pension - but I feel fortunate when compared to the United pilots who reached the 60-year barrier in the past few years.

I shall devote a bit of time to healthy living and try to stay out of the Flying West Column for another year.

Best Regards, *Chappie*.

We all support you in your laudable endeavor. Ed

ROBERT E. CLIPSON—6841 Eastmoor Dr., Denver, CO 80237

Hi Cleve, Dues enclosed — Still haven't traveled on the airline, drive instead. Jim-Claire had her right knee replaced in February 2003 – now walking good, the Doc says it takes about 1½ years to get back to normal.

At 87 years come on September 2nd, I remain in pretty good health. Regards, *Bob*

JAN B. CONOVER—219 S. Shore Dr., Toms River, NJ 08753 10/31/66-10/01/2000 ORD EWR CLE JFK ORD DCA IAD JFK

Dear Cleve, Jock, and crew: Hope to get this in on time for once. I was happy to read your clarification of the supposed \$40 million payoff during our attempted buyout of UAL in 1989. I really feel that our ALPA leaders did the absolute best possible job in light of the situation at the time. I am truly appreciative of the work they did, and continue to do on our behalf.

Retired 10/1/00, although my last sequence was a reserve assignment on 12/31/99, flying 801 JFK-NRT, with F/O Paul Lenihan and relief drivers Larry Cunningham and Kathy Royce. We carried 17 passengers and 16 crew! 34 years and I still couldn't get the millennium off. Hey, in light of the current situation, I was pretty fortunate to fly the 400 out of JFK for my last year and a half. What a great airplane.

I'm keeping busy here in Toms River trying to avoid the raindrops, and getting out in our 25' cabin cruiser once in a while. I play alto saxophone in the "Ocean County String Band", mostly old tunes that we "old guys" like to hear. I also collect a few old tractors and engines and belong to two antique engine clubs. The last couple of years, Patty and I have made it to Sun'n'Fun in Lakeland and Oshkosh

for the fly-ins.

Let's hope we all keep getting the checks in the mail, and I'll get one in the mail to you all. I enjoy your work tremendously and thanks again for your efforts.

Best to all, *Jan E. Conover*

P.S. Just a "heads up". Check the middle initial. There was another J Conover, who did a little special work during 1985. NOT ME!

JIM COYNE—11287 Crocker Grove Ln., Gold River, CA 95670

Hi Cleve, I have been retired one year and time has flown by fast. I still don't have enough time to do everything I want to do.

A big thanks to everyone who keeps RUPA running. The *RUPANEWS* and website have been very informative during these difficult times for United. The articles and letters are interesting, enjoyable, and informative. Thanks again, *Jim*

BARRY DAVIDSON—6 Queens Way, Lincolnshire, IL 60069 '66-'99 EWR - ORD hipster3@juno.com

Since my last letter, the travel year started out with a week at Christ Church College, Oxford, and London for an Elderhostel on WWII Intelligence. Wife, Carol, met me in London and we went on to enjoy a few days in Venice.

We were able to attend to Kentucky Derby this year, and spent a week on the Riverboat *Delta Queen*. The rest of our miles were mostly seeing family, with a daughter on each coast and other family in Colorado. We still enjoy the travel.

We are both still healthy and are trying to stay trim - gets harder all the time.

Along with everyone else, we are looking with some optimism and a lot of hope that United will

pull itself out of its current problems and return to better times. *Barry*

DONALD L. DIEDRICK—664 Chestnut Dr., Carol Stream, IL 60188 Captaindiedrick@cs.com Greetings Cleve and thanks for keeping us all well informed via the *RUPANEWS*. Renewal check is in the mail. One year has passed since my last UAL flight (LAX to ORD with my wife Jennifer aboard) and my final PA thanking our customers. Unfortunately, our fellow Pilots left behind now shoulder a great burden, but we hope for better days ahead, an improved economy, and new opportunities.

I have attended two RUPA luncheons so far, and with the upcoming ORD Retirement Dinner plan to keep in touch with some of those fine Pilots with whom I had the pleasure of working.

We hope to visit Hawaii later this year, making plans to eventually reside on the Big Island after our youngest child goes to College.

Currently keeping busy around the house as Jennifer plans to work for a few more years, no more manual revisions, exams, PC, random FAA "check rides" etc. Now there is more time for family, church activity, and doing those things I always wanted to get done.. Thanks to all the fine folks I have worked with at UAL - professional, sincere, kind. I hope to meet you flying the friendly skies. Best wishes to RUPA -we all appreciate your efforts. *Don*

EDWIN M. EDWARDS—8, Crocus Place, Menlo Park, CA 94025

Dear Jock: It looks like this might be the last time I will be around to pay my dues. I have just been accepted into Hospice Care that has an expectation that I have less than six months to live. Being with Hospice is an excellent choice for me as I can continue to live at home and I have access to 24-hour care, seven days a week. The care that is given me is unbelievable and, as I said, I can stay at home until my time runs out.

The enclosed \$25 is for this year's payment. I should have written this letter last month, before my birthday, but was busy taking care of my health situation.

By the way, I plan to send in next year's dues on time.

Eddie Edwards

Eddie, as the most professional of flight dispatchers, your trip planning is instructive to us all. Let us hope that your planned alternates and contingency



'IT WAS BAD ENOUGH WHEN THEY STARTED CHARGING FOR IN-FLIGHT MEALS...'

planning prove over-conservative. We plan to cash your next year's check. Ed.

GENE & MARIANNE ELLIS—222 Nimitz Rd., Kerrville, TX 78028

Hello Cleve & Friends, Time passes when you are having fun. Eleven years since retiring from UAL. Marianne and I spend most of our time between our RV resort and the Montana ranch. Hope to visit with friends if you pass through our country.

Thanks for all the good work on the *RUPANEWS*.

Gene

KEN & DIANE ELLIS; 27580 Mooncrest Dr., Carmel, Ca. 93823; SFO 1956-1989

Greetings Jock: Hope this finds you feeling better.

Diane and I have been doing a lot of cruising up and down the West Coast in our motor home.

Celebrated our 50th wedding anniversary in April aboard the *Grand Princess* with most of our family, some grand kids, Diane's sisters and friends. Good time was had by all. We're going to the "Tail Hook" Reunion, Sept. 18-20 in Reno.

Will be heading back to Parsons, Ks. for an "all cuss" High School re-union the first part of Oct. Should be interesting.

Looking forward to the RUPA convention. Hope to see some of the "Legends" there. Wishing the employees and the retirees good luck in these trying times, and thanks to you guys for keeping us informed. *Ken*

DENNY B. ERICKSON—6015 Tierra Entrada, N. Fort Myers, FL 33903

Hi Cleve: How time flies when you are having fun. It has been eight years since early retirement. Still keeping busy with Tennis and Golf once in a while. We do some traveling in the summer, visiting Grand kids, Class Reunions, and Family Reunions.



Thanks for a great job with the *RUPANEWS*, Enjoy reading it. Regards, *Denny*

G. NELSON FUNKHOUSER—1100 Loch Laggan Ct., New Smyrna Beach, FL 32168 gnelsonfunk@aol.com 53-88 DCA YIP DCA PIT DCA BUF DCA JFK DCA SF0

DC-3 thru 10 (xcept 5 & 9) 049 VVC 727

Dear All, It's been about 5 years since I made a futile attempt to E-mail an epistle to the News Letter. I'll send this one by U S Mule in hopes it will somehow make it through.

Item no 1. LTC (Long Term Care): I had my LTC with Penn Treaty for two years when they decided to hike the premiums by a whopping 13%. Went shopping for a better buy and found one with John Hancock. Penn Treaty was for only 5 years @ \$150.00 per day, but compounded @ 10% per ann. John Hancock is also for \$150.00 per day (not compounded), but for Life for both my Spouse and I. Same price.

Item no 2. Homeowners & Auto Insurance: I have both with Hartford. They give a meager discount for buying both policies from them. Went shopping for a better buy, and found one with State Farm. Agent was Doug Wilson in New Smyrna Beach. Auto was higher, but the homeowner's was \$250.00 per ann. less than Hartford. I told him to write it up and I'd write him a check. He said he would have to take a picture of the house, which he did. He handed me the new policy when he noticed that I had new tile on the floor. He asked me if I had put in a claim for the new tile, to which I answered in the affirmative. He grabbed the policy back out of my hands and said he couldn't insure me because I had put in a claim?? But, I said it was with another Co. and they did NOT pay. Didn't make any difference, they would not insure me. The moral here I think, is "*caveat emptor*".

Item no 3. I read with great fascination the obit of Harry Arcamuzi, written by Woody Hays. Now Woody, I am not trying to upstage Harry's 'The Landing', however I think you'll find the following interesting:

I was based in YIP in the summer of 53. I was on a dawn patrol trip, which was around 0500. Itinerary was YIP-TOL-CAK-YNG-PIT. The Captain was Gene Flick. Gene made the customary first leg YIP-TOL. On landing at TOL he was about a foot too high and it dropped in right smart. We had no passengers. The Hostess was either Jennette Fijuu

(sp) or Nancy Gooldy. She was wrapped up in a blanket sleeping off a big party she had attended in YIP. As Gene and I walked back through the cabin to go into flight ops, the Hostess asked, "What the hell happened?" Gene, being the gentleman he is, took full responsibility for the event. He didn't pull a Tom Cornell and tell me that if I ever made another one like that, that I was fired. OK, here's the skinny of the story. Next leg was mine, TOL-CAK. We were cleared to land to the North. I leveled off for a 3 pointer and nothing happened. I sat there for it seemed like an eternity waiting to hear a screech, thump, or some familiar sound to indicate that we were on. Nothing. Gene finally said to me, "Are we on? I answered that I didn't know if we were or not. About that time, we hit a dip in the runway that said, indeed, we were on. That was about the dumbest thing that could happen to me under the circumstances. I was a brand new new-hire on first year probation. No Gene didn't fire me, thank goodness. Now if the two Aces at CAK were made with the same ship no, that would be too much. I cannot find my Capital logbook to ascertain what the ship no. was. Anyway, I got my Ace with the Airline. Never had one in golf, so I'm happy.

Wife and I in reasonably good health. We go to the gym and work out about 3 times a week. Play a little golf, fish a little, and fly my RC airplanes a little, and oh yes, Ham Radio (N4VJW). Life is good. Will endeavor to write again in about 5 years if I'm still around. Cheers! Nelson

PETER J. GRANATA—14337 Draft Horse Ln., Wellington FL DCA EWR CK ORD
Hi Guys: Dues on time for a change! I sent our MEC pension folks a copy of an article in *Money* magazine, which clearly states that the PBGC now caps any payouts at age 65, which is \$44,000.00. It even uses the example of airline pilots over the age of 65 as big losers. At this point, our folks disagree, but somebody's wrong.

All else is well – no planes but lots of horses. Appreciate your good work. Pete
Well, Pete, you've heard the tale of the hound chasing the hare– the hare often wins because it is running for its life while the hound is merely running for its lunch. Our experts have a bit more riding on their research than the press does – I tend to trust their conclusions. Ed

RICHARD HALL—6213 Washington St., Down-

ers Grove, IL 60516 Rhall6213@aol.com
First, thanks to the many newsletter contributors and especially the pension and benefit articles. It has been five years and happily still counting. Much of the time we have kept busy caring for parents and grandchildren. We still do occasional canoe trips and make one winter trip each year with the travel trailer to the Deep South. I think the "Golden Years" have turned into the surgery years. I have had four surgeries over the last five years.

The first was a very successful Lasik procedure. A year later came heart surgery to repair a leaky valve and a pacemaker installation. Finally, a few weeks ago, came back surgery. I read the recent article with much interest. I went through most of the procedures and medications listed with no relief. I also had the leg weakness and pain radiating down to the knee. The diagnosis was lumbar spinal stenosis. The doctors also did a spinal fusion of L5 to S1. The fusion is the problem; as, for a period of 4-6 months, I am stuck in a back brace whenever I am out of bed. In addition, there is no bending, twisting, or lifting or unnecessary car rides. The good side is that the pain is gone, although it is too early to tell if the fusion worked. Anyone with questions about these procedures please feel free to drop me a note.

Dick

HOWARD P. HUNTER—PO Box 1835, Pinetop, AZ 85939

Dear Jock: Just under the wire for my annual letter. Everything going well in the Hunter household. We're at Pinetop until the end of October, then back to Tucson. Been busy with family and friends visiting. Last week there were 25 UAL retirees up from Tucson for a 2-day party. Had all of them at our country club for a fun dinner party, followed the next morning for a delightful brunch at the home of Gordon and Dora Starr (Both UAL retired---Dora just recently.)

This week we've had visiting, our long time friends, Ginnie Swallow Coleman (widow of Gene Swallow---UALFO) and Jean Kittsmiller Wagner (widow of Bill Kittsmiller---UALFO) and her husband Miles Wagner. Always fun to visit them. We've all known each other for over 60 years. Doesn't seem possible!!!

Thanks to all the folders and stuffers. It's always fun to catch up on everyone. Check to Cleve.

Best regards to all, Howard

DICK IONATA: *Re. Southwest Travel*

Hi Jock: Hope all goes well with you.

In response to Ted Keskey's question; Yes, the Retiree Card I mentioned is in fact the Travel Card.

Sorry for the confusion.

More info on the passes, they are good for 90 days. They are issued for a specific route but all Southwest employees I have talked to say they will honor any routing. After the 90 days, they may be returned to Southwest Headquarters, (for up to 1 year after issue), and new passes will be generated for 90 more days. This requires a \$5 handling charge per ticket. They will issue for the same route originally requested but as I said, will honor the passes for any city pairings. (So they say). As I previously stated, the retiree's ticket requires only the Travel Card, officially a ticket for spouse requires a letter, (easily obtainable thru UAL Retiree Benefits Center) stating your employee status and his or her name. (In PDX, they issued a dependant pass without the letter.)

The address to return an unused pass for re-issuance is:

Southwest Airlines
Attn: Pass Bureau
2702 Love Field Drive
Dallas, TX 75235

Include \$5 for each pass and a SSAE . Any questions can be answered by calling Southwest at 1-800-622-5865

On the home front, I continue my work with the Contest & Records Board at NAA. I was just appointed as Directing Official for 48 new World Speed Record attempts in the B-1 at Edwards in October. Don't know if they'll let me fly in the Bird yet, I had a current Air Force Physical until a few months ago, required when I flew on the C-17 for 13 World Records a little over a year ago. I have requested a front seat observers position in an F-15 if I cannot ride on the B-1. (Hah!!).

Regards to all: if any questions remain concerning Southwest please feel free to call. 360-687-6166 or e-mail dickionata8@aol.com. *Dick*

DAN JESSUP—9831 Marine View. Dr., S.W. Seattle, WA 98136 54/84 SEA ebbyj@comcast.net
Fall 1975 was one of the few periods, (during the years I was flying), that Seattle 727 crews had layovers in Bakersfield California - those layovers nor-

mally fell to other domiciles. The flight arrived late in the evening and departed at 06:45 in the morning. Short night and remote location of motel meant breakfast had to be eaten at the airport restaurant. Problem was, the restaurant didn't open until 06:00 cutting things pretty close. I was flying with First Officer Bill Stoneman and Second Officer Gary Dunn. Our first morning, we got all preflight matters taken care of and showed up at the restaurant door exactly at 06:00 hoping to squeeze in a hurried but substantial meal in preparation for a long day. Problem was, the door was locked.

Through the glass door we could see an older lady scurrying around between the lunch counter and the kitchen. We rattled the locked door getting her attention and pointed to our watches. She responded by pointing to a large clock high on the wall that was five or so minutes slow, so not yet showing 06:00. Then she disappeared into the kitchen. At about five minutes after six, she reappeared and opened the door. By now, there was only time for doughnuts, juice and coffee. It turned out that this older women wore all the hats that time of morning and she informed us she didn't really care what time was shown on our watches, or anybody else's clock, she went entirely by what the clock up on her wall said.

We were the only patrons and we seemed to get the same idea simultaneously, so when she disappeared into the kitchen, Bill (the Volunteer) climbed up on the booth table, where he could barely reach the clock, and reset it to the correct time plus a few additional minutes for good measure. She never seemed to realize there had been a 10 minute time warp in her world, because for the rest of the month, the restaurant opened at five minutes to six on every one's timepiece except the clock on the wall, which showed precisely 06:00 - and we always had time to enjoy a full, hot breakfast. Shortly after that month, this particular layover was once again flown by crews from other domiciles.

I 'fess up, at this time, because I thought those crews might be interested in knowing who arranged the more generous breakfast times they fell heir to. As always sincere thanks to those who make *RUPANEWS* happen. - *Dan*

WILLIAM M. JONES—4917 Tule Lake Dr., Littleton, CO 80123 billjones@viawest.net
Hi Cleve; I look forward the *RUPANEWS* each month. It's interesting to see what all the rest of the

retired people are up to. There are always four or five people I remember flying with, or even old Navy buddies with a story in our journal.

Jo, my wife, and I keep very busy with trips and part-time work. I just returned from a trip to South Africa and Zambia — great fun.

Hope everyone sent a note to their Congressman re: HR 2719.

My best to all, *Bill*

DON KRUEGER—3701 Sea Cliff, Santa Ana, CA 92704 donkrueg@yahoo.com

I just took one the most enjoyable rides of my life in the sky: One hour in the Goodyear Blimp viewing LA harbor and coastline. I was a guest of Capt. Tom Matus, one of Goodyear's blimp pilots. It was a beautiful day and I'd forgotten what a joy it is to look leisurely at scenery from one thousand feet. No worry about other traffic, as there's little you can do to avoid a collision. If the other guy can't see you he's too blind to be flying. At 30 mph, with windows open there's hardly a breeze inside. You're usually going faster than this in your car.

As we boarded, Captain Matus put me in the right seat and when, after a signal from outside, he ran the throttles up full, he brought the nose up to an angle of about 40 degrees I thought I was going to fall over backward out of my seat. He kept this angle to one thousand feet, where we stayed for the rest of the flight. After he reset the throttles for cruise, he got out of his seat and asked me if I wanted to fly it. I was surprised, but didn't hesitate and soon I was controlling this balloon. He said just hold 1000 feet, but I only saw the altimeter at 1000 feet as I passed through it on my way to 1100 and then back to 900 feet. A big 20-inch wheel, like an oversized trim wheel on pistons, controls the elevators, and the delay takes some getting used to. The rudders are controlled by foot pedals and they do all the steering. Your legs get a work out equal to a machine in a gym. There's no power assist and soon your thighs begin to burn if you do much turning. I had thought my status as a pilot got me to opportunity to fly but that wasn't it. Captain Matus let everyone have a go for several minutes. Cruising is pretty simple, but landing would involve some serious practice. Captain Matus did it flawlessly. It takes forever to get anywhere, but for sightseeing, there is no equal. The engine noise requires headphones for conversing, and a quieter power source would be welcome. I've heard that the old airships

like the Hindenburg were very quiet.

Maybe it's my age, but I only remember a few times when flying was this enjoyable. Fifty years ago, flying a T-6 around puffy clouds in the clear skies of Texas was a similar thrill. Doing a clear day fly by of Mt Rainier below the peak and couple miles to windward in a 727 was a similar thrill. Leveling off 100 feet above atop a flat cloud cover and accelerating to 400 knots IAS was a similar thrill. A low level strafing run and shooting up the countryside in Korea was a similar thrill, albeit not so peaceful. Finally, what's better than kissing the runway so gently that no one knows you've landed? *Don*

BILL LANDRUM—8140 S. Highway A1A, Melbourne Beach, FL 32951 riverlife@bellsouth.net
Gentlemen and Ladies! Greetings from Sunny Florida! We seem to have some extra humidity this month in case anyone needs some.

Thank you, thank you for the *RUPANEWS*, it's greatly appreciated by all.

Back in 1999, Shamsi and I bought our retirement home on the Indian River in Melbourne Beach, FL. Four years later, we're still remodeling; but I can now see the light at the end of the tunnel. Besides remodeling, I stay busy motorcycle riding, offshore fishing, and woodworking to name a few. Sure hope the checks keep coming in, because I love this life. Take care to all. You know, maybe URPBPA could file a class action lawsuit for back pay instead of this worthless UAL stock...just a thought. *Bill*

WILLIAM W. LAWRENCE—21720 116th St. SE, Snohomish, WA 98290

Hi Cleve: Somewhat late, but still my birth month. Both Oneida and I are in pretty good health. Don't move quite as briskly as we once did.

Our 22-year-old grandson took us for a ride the day he got his multiengine instructors' rating.

You guys are doing a fine job that's much appreciated. *Bill*

BRIAN LEIDING—235 Bahia Point Naples, FL 34217

doublehulls@cs.com

Other than the fact that another year has past and we are still all in limbo over UAL, it has been a good year. Cindy and I just came back from a trip to Hungary and Munich with Sam and Pirooska Planck, Dave and Dottie Wege. It was a real treat to have a

"local"(Piroska) show us around the country of her birth.

While we leave Naples for short trips all year round, longer trips like this are hard because of Cindy's job. With things the way they are at UAL, we figure that one of us should have a real job. The boating is still great and we are more than happy with retirement in Florida. If you are passing thru Naples, give a call. We are in the book. *Brian*

PW (BILL) LUCIUS—920 Anatra Ct., Carlsbad, CA 92009

Dear Members and Honorable RUPA Staff: The E-check is in the mail as I celebrate my third year in the Reward years between gainful employ and the western sunset. I feel like I'm on the Space Shuttle and no way to slow the re-entry.

Last year we eased the new house move-in and dress-up stuff to a crawl and embarked on some much-enjoyed travel: The Islands for a couple of weeks, the ALPA Cruise in Nov 2002, Europe for a Month, including the Normandy Beaches. Gee was it Religion, Ego, or Money or the lack of that which caused that war... Ain't sure which maybe all figured in some how... Sure was the place for some thought in the light of what's going on now. The ALPA cruise surely recharged the Hangar Flying Batteries though. It was especially great to see the DC11 contingent there. Since I was Capital trained as a new hire in DC, it was nice see some appreciation of my white socks again. Not pleasurable was the untimely passing of one great pilot and compatriot, Capt Joe Luton, with whom I flew a lot with in the old days.

He was one great person and wit. He will be sorely missed. Fortunately, I did see him on the Cruise. Most pleasurable was the chance to be close and enjoy the grand kids.

Evalyn's and my second chance at childhood. This is good. Life is good. Golf? What's that. Ain't had 'nuf time for that yet - all out of technique too.. Maybe next year. Ha!

To all of you at the RUPA front office, kudos for the great newsletter and updates. I, for one of many, do appreciate all that it takes to keep us informed. Great efforts and a fair government will pull us through. Let's Pray...

Sincerely, *Bill*

JB McCLURE, JR—135 Landon Ln., Orange,

VA 22960

Jock and Cleve: Many thanks for your dedication in getting out the *RUPANEWS*. It has been four years since I last set the parking brake. Don't know where the time has gone.

Family, friends, fishing and flying are keeping me busy. Thanks, *JB*

LEW MEYER—808 Llanelly Ln., Berwyn, PA 19312 lewmeyer@earthlink.net

Jock you are one tough man. You did a great job leading the troops in the SFO strike office through the flack in '85. Now you're doing it carrying your own oxygen. Thank you for your perseverance & great leadership.

I've passed the point where I recognize the retiree names. However, reading the *RUPANEWS* is like passing through dispatch and catching up on what's happening. Thanks to all for the good work!

At the point in life where the feds implied I wasn't healthy enough to pilot a plane, I started riding distances on the bicycle. First, it was pedal to the top of Haleaka in Maui (10,000' in 37 miles). (Most guys pay the bus driver for a ride to the top & coast down, but you know the story about Captains & frugality). This year a series of qualifying rides, ranging from 125 miles to a 375-mile lap around the Olympics in Washington, opened the door for the real 'long haul'. I was able to complete Paris-Brest-Paris (760 miles) in 82 hours, though toward the end I'd wished my bike seat had the soft sheepskin cover that the 767 came equipped with.

In my free time, I've been doing a bit of carpentry work for a volunteer health organization that provides dental & medical services to those who have no insurance & can't afford treatment: Satisfying work with nice people. *Lew*

"...reading the RUPANEWS is like passing through dispatch and catching up on what's happening." What a nice compliment, and a good summation of what we try to provide. Ed

JOHN C. MOORE—914 Palm Brook Dr., Melbourne, FL 32940 JohnCMoore@cfl.rr.com

This is my first note to *RUPANEWS*. I retired early on Jan 1st and just "celebrated" my 60th birthday. My wife, Ann, and I are well and our family continues the aviation tradition. Daughter Michelle is a flight attendant for American, and daughter Julie is flying F-16s in the Air Force. Julie's husband is

also an F-16 pilot - No grandchildren yet. Hope everyone is well as we wait out the "determination" of what happens to our A-Plan. Fingers crossed. *John*

JIM NUGENT—8455 Offenhauser Dr., Reno, NV 89511 Jimynunu@aol.com
Hi Everyone. Many thanks to you, Jock, and to Cleve and crew for putting this fine publication together. All is well in Reno. Norma and I celebrated 40 years of married bliss this month at the *Hotel Del* on Coronado. What a grand hotel. We sat on our balcony overlooking the ocean and drank Champaign before dinner each night. We also sold our home up in the mountains southwest of Reno to get out of the heavy snow area. We are renting now while a new home is being built. Trying to simplify our lives.

I finally got to Oshkosh this year. Oshkosh is for pilots what Mecca is for Moslems. You have to get there once before you die. It is indescribable. Jim Rossater and I flew the Orbis DC-10 in there, and Norma got to ride on the jump seat for the first time. The plane was on display there all week and then flew off for Tanzania. Edsel Ford was driving the tug that towed us into our parking spot. The giant Airbus Beluga was parked right next to us. What a sight.

As we all do, I am keeping my fingers crossed on our pension plan. There will be no more stays at the *Hotel Del* if that goes south. Thank you Doug Wilsman for keeping us informed. *Jim*

ROBERT OGLESBY—12 Lake Meadow Lane, Washoe Valley, NV. 89704 7robert@concentric.net

Hello Jock: Hope you and all the stuffers & folders are well. Starting my third year in the land of "R's" and still love it. Sandi and I sold most of our tree farm and are buying a winter home in Palm Desert. Nevada will still be our primary home. However, golf is just so much better in the desert during the winter. Best Regards, *Bob*

BOB T. OLSEN—32987 Durrell Ave., Avon Lake, OH 44012
All is well for this "*CLE crazie*". Liz and I accompanied friends on a European adventure this past spring and had a wonderful time. Liz went a little

overboard with her shopping however, and we ended up returning with two more suitcases than we arrived with. My back told me we were over gross!

We added another granddaughter since last year and enjoy our time with all four. I'm told some of the mannerisms I pass along are inappropriate and socially unacceptable, but I'm still laughing. I flew the RV-6 almost 200 hours last year and still enjoy flying to visit friends, attending air shows and fly-ins, or just screwing around. This Winter I, hopefully, will make progress on a Cassutt (Formula I) project I purchased several years ago. I have almost completed construction on my guest cabin and hope to try my hand at a log home kit next year. I'm fed up with stripping logs. Our best to all, *Bob & Liz*

HARRY & ELLEN ORLADY—18188 Escobar Ave, Los Gatos, CA 95032, Horlady@aol.com
1941-1980 SFO, DEN, LAX, ORD

The last year has been a reasonably normal year for us. A highlight was the reunion of the "Tracy Aces" in conjunction with the annual Boy's Night Out in San Francisco. By now, we are really ready for those "golden years". We have had our share of age-related ailments and make full use of Medicare, United's traditional medical plan, and particularly the Merck subscription service.

Ellen's principal activities, in addition to taking very good care of me, have been considerable participation in local, state, and national Quester activities, her book club, and a reasonably successful investment club.

My activities are limited to being co-author (with our daughter Linda, who is a UAL A-320 captain) in a Student Workbook, an Instructor's Guide for our human factors in flight operations book and considering the possibility of writing a 2nd edition. We, like so many others, thoroughly enjoy the *RUPANEWS* and are grateful for all of the people who make it a continued success.

With many thanks, *Harry*

ELIZABETH PETERSON—1535 Castlerock Ave., Apt. 44, Wenatchee, WA 98801
Dear Cleve, As I was reading this month's *RUPANEWS*, I came across Dorothy McBain's letter, and I'll have to mention the fact, I couldn't agree more. It instigated a flood of memories that I'll

cherish as long as I live. Like Don, John felt very fortunate to be flying for what he believed the "best" airline. Simultaneously and equally, he was totally dedicated to his performance as a pilot. Every landing he ever made had to be the best one he ever made. He was far from a perfectionist at anything else, but his flying had to be perfect. One day, while we were flying alone in our Bonanza (a rare occasion without our three very lively off-spring), I remarked how gently he handled the controls and yet had complete control of them. He said, "Well, you treat it like a wife. You caress it, you don't beat it to death." I smiled! *Elizabeth*

H.W. REID—40433 St. Highway 52, Roggen, CO 80652

Dear Jock: Time to observe another year of retirement. Things are going well, airplane is performing great. TFRS are something to watch out for - signs of the times, I guess.

I see that C. Albert Sperry has flown west. He and I were founding members of the Colorado Civil Air Patrol. We set up the operational base at Heyley [sp?] Field at 26, and Onida in Denver in 1941 and 1942.

I pity the pilots of today, having to take off their shoes before boarding the airplane they are in command of. In my time, flight crews were respected and considered to be in charge! I wonder what would happen if, as a group, they decided that as aircraft commanders they should be treated as such, and refused to be intimidated?

Howard Reid

It's way too late now, Howard. I recall, some decades ago, being astonished to hear a pilot at a council meeting ask what ALPA was going to do to get respect for captains. The chairman quite rightly said that respect was something that one didn't ask for - one exacted it from everyone, including management, by one's competence and demeanor. Those of a conspiratorial cast of mind averred that the company psychologically tested new-hire applicants to determine weak-willed and easily-led pilots, and also designed the cowboy-looking taupe uniform with the thin stripes in preparation for Ferris's, union-busting attempt - well, maybe so. However, I do hold ALPA culpable for its too easily accommodating the piddling in bottles for drug testing, without getting the same from Congress members. Ed

ROBERT & NORMA SMITH—19950 Coulee View Rd. NE, Electric City, WA 99123
rlbsmith@bossig.com

Dear Jock et al: My message of a year ago for some reason didn't make it into print, but I won't try to recap any of that; this year was active enough. The RUPA cruise on Holland America in Nov. was fun and a new experience. During this time, our daughter Liz had her first child - a girl. During Feb. and Mar. we sojourned south in our Durango. We stopped in Elko for the Cowboy Poet Gathering as attendees. We eventually made it all the way to San Ignacio Lagoon in Baja Sur for an interactive afternoon with the gray whales before their migration north.

In May we searched for wild flowers from horseback with Wayne and Susie Wollard on the hi desert near Ellensburg, WA. In July, I packed steaks into the backcountry of the Cascades for Wayne and Bill Records to complement their trout from the high lakes.

Memorial Day weekend meant a trip to Sao Paulo, Brazil for our son, Jeff's, marriage celebration to his bride from Brazil.

In early August, we had a great guided float trip on the Middle Fork of the Salmon River for 5 days. In a few days, we leave for another wedding: our youngest son Mike will be married Sept.6 near Milwaukee. This is the last child of four to get married, some kind of milestone.

We will drive our camper and do some touring en-route.

We are doing great here on the dry east side of the Cascades.

Thanks, *Robert and Norma Smith*

DONALD J. SOBEY—120 Oro Valley Dr., Oro Valley, AZ 85737 miatablue@msn.com

Dear Cleve, Well, number 11 is in the books and we are looking forward to the next series. The last year has been uneventful with the blessings of good health still prevailing, which enables the single digit handicap to continue. We took our annual cruise again. This time we did an 18-day excursion from San Diego to Valparaiso Chile on Holland America. Valparaiso is the port city for Santiago, and since we had friends there we spent a few extra days visiting and getting the "Grand Tour". It is indeed a beautiful city. The only downer was that

two weeks before we were scheduled to fly from Santiago to Miami, UAL decided to drop their service. We came back AAL and had a good ride. Got back on UAL in Miami and had a better ride. (1st class)

BTW—that's computereeze for By The Way, if you are looking for good prices on cruises, hotels or resorts go to www.dynamictravel.com. They specialize in interline work and will send you a weekly e-mail with the latest deals. We have used them over and over and have been greatly satisfied. I finally scratched the "gotta go fishing" itch with a trip up to NW Ontario with my son and grandson. We were going to teach the kid to fish! No need to tell you that he whipped us all with his catch of a 46-inch Northern. They have a nice policy there now of returning all fish OVER 27 inches. Now you can really count on getting trophy size catches. Besides the floatplane ride to the camp in a *Norseman*, we also got airlifted by a company with the shock and awe name of BEARSKIN AIRLINES! Great trip.

OK, that's it; the check is enclosed. Keep the faith, CUL. 4. Regards, *Don*

JOE SVENDSEN—5181 Sumac Ridge, Yorba Linda, CA 92886 Svendsen72joe@hotmail.com I can't believe I am going to get my postage money paid in my Birthday Month.

I have had a very good year. Had a great trip to Thailand and to view the area around the River Kwai. To see the cemetery for all the military people who died building the railroad and the bridge was quite an experience. The British and Australians keep it in immaculate condition.

Hope to make the Convention next time, will be in Maui the end of October this year.

Thanks to all for that work on the newsletter. *Joe*

ROBERT SWAIN—3232 Roderick Road, Frederick, MD 21704

Two and a half years into retirement and I travel frequently on United, but in just that short period, I rarely fly with anyone in a crew that I know. It is as if the day I retired I severed all my connections with that other life. Of course, being an FAA Aviation Safety Inspector may have something to do with that. Actually, I have only performed four en-route surveillance's in my two years with the FAA. I never read Jim Morehead's letter either.

The FAA hired me as an oceanic specialist. I am now the program manager for Oceanic Enroute Communications, Navigation and Surveillance enhancements. Because of my experience implementing RVSM worldwide, I inherited the program for implementing Domestic RVSM. Reduced Vertical Separation Minimum, for those who retired before I did, is the application of 1,000ft separation instead of two, between FL290 and FL410. We plan to implement on January 20, 2005, here in the US, Southern Canada, and the CAR/SAM Region. The standard hemispherical rule will apply. (East is odd West is even)

Try Google and search USDRVSM for more information. Those who have flown the North Atlantic since March of 97 can tell you it is a nonevent. Worldwide we now have 14.5 million RVSM flight hours and 6.5 million flights.

Bob Tegeder and Madison Walton have joined me in the office and my programs here in FAA Headquarters. Three United pilots make a great team for improving flying and maintaining safety in the oceans and remote airspace.

My wife, Melanie, retired last October and after a couple of scary months, she has decided that she likes retirement. She has learned that she would not possibly have time to work. My retirement is on hold at least until United has played all its cards in the bankruptcy game. Anyone getting to Washington is welcome to come by and see how the sausage is made. 202-385-4576. Robert.Swain@faa.gov Check's in the mail, and thanks for all the work that you Ruparians do to keep us together. *Bob*

JACK W. TAYLOR—16111 McNeff Rd., Bokeelia, FL 33922 1965-1999

Retired four years already!! Bonnie and I are doing well and enjoying life fully. Trying to learn golf—golf sucks! But, we still keep coming back!

Thanks to all the RUPA staff and volunteers [*We're all volunteers. Ed*], yours is a highly regarded link to our [*past*] great careers, [*at a*] hopefully, continuing Great Airline.

To All: Pine Island, (Southwest FL) is a place of fish, golf and cold beer! tjaty@aol.com 239-283-4910. *Jack*

CHARLES F. THOM, II—3202 N. 151st Dr., Goodyear, AZ 85338

Dear Gentlemen, Please find my check for dues

(and a little more) and for your outstanding work on the *RUPANEWS*, keeping us informed on current developments with UAL, our brother retirees, and industry developments.

Sandie and I are fine, happy, and doing all the usual stuff retirees do. I don't understand how I could keep up with activities, repairs and travel before I retired. I sure can't now... *Chuck*

ARTHUR M. WALLACE—27115 Wapiti Dr., Evergreen, CO 80439

Cleve, Only two years into this phase of life and I am late with this annual donation. Of course, I have included the appropriate fine. Thanks again for the great work.

We are busy dodging hurricanes in Texas and snowstorms in Colorado. Should have 1000 olive trees planted on the ranch by the first of the year. Enjoy the publication. *Art*

DON WEBER—5015 SW 310th St, Federal Way, WA 98023 Lawair@Aol.Com

Dear Cleve; Another year has rolled around and its time to write. Can't believe that 7 years has past since flying was fun. Vicki and I have had a fairly quiet year, if you don't count the arrival of our first two grandchildren. Both girls, one born last September and one last March. Things are fairly normal till we get to spend a few days with them. Last February, we went on a cruise from Sydney to Auckland. It was great revisiting spots were we both had lain over. Next April, it's on to the Panama Canal from Ft Lauderdale to Vancouver. Think we have become "cruise-a-holics".

I am still working for a division of Boeing, now called Alteon, doing all Boeing's training in the 747-400 and B777. Don't have a clue why they changed our name to Alteon, but no one asked me. Our 747-400 training has dried up, but the 777 program is really busy. It's hard to believe, but our biggest customer now is Vietnam Airlines. Also training is KLM. Seems like only foreign carriers have money to buy new airplanes.

Vicki stays busy with volunteer programs and night school where she has learned to be a great upholstery refinisher. She really enjoys having our grandchildren spend a few days with us. Once again, I want to thank everyone involved in publishing our newsletter. Where do we get such people?? *Don*

JAMES W. WHITTINGTON—842 Brown Dr., El Dorado Hills, CA 95762 thejwhits@aol.com
Dear Cleve & gang, another year is in the can and we're still here. We made it to another Crusader Ball last year. The French, who flew the F8 until 1998, hosted the reunion in France. About 230 plus old fighter pilots and wives went over from the US. We started in Paris with tours and dinners on the Seine. After 3 days there, we all boarded the bullet train for Southern France. It was a great ride down, 180 mph and smooth.

The town of Hyeres, where we stayed, is some 2,000 years old and charming. There were more tours, parties, and an air show. We were all hoping to see an F8 flying but the only ones flying were the old pilots, if you know what I mean. The planes were all grounded. The flying was mostly props with a couple of older jets. It was a good show, nevertheless. The French were gracious and sympathized with our position on Iraq.

We took the bullet train back to Paris, for a couple more days on our own. Got the last two seats on a 777, for our trip home.

Still saying our prayers for UAL and the old USA, for that matter. Hang in there. *Jim*

IN MEMORIAM

DR. WILLIAM R. (BILL) ALBERS

Dr. William "Doc" Richard Albers, 82, a six-year resident of Annapolis and formerly of Fairfax, Va., died Sept. 5 at Spa Creek Genesis ElderCare Network after a brief illness.

Dr. Albers was born March 5, 1921, in Jersey City, N.J., where he received a bachelor of science degree from St. Peter's College. He received a medical degree from Georgetown University Medical School in Washington, D.C., in 1954.

He served in the Marines during World War II as a captain and fighter pilot.

He was in private practice in Bloomfield, N.J., in the 1960s specializing in physicals for those in the aviation field. In the 1970s, he was medical director at United Airlines and in the 1980s and 1990s was medical director at the Department of Energy.

Dr. Albers was a member of St. John Neumann Catholic Church and St. Peter's College Alumni Association. He loved music, photography and flying airplanes.

Surviving are his wife, Barbara A. Albers, whom he married Dec. 27, 1952; one son, Matthew Albers of Ashburn, Va.; three daughters, Marianne Forbes of Charleston, W.Va., Diane Gordon of Blue Bell, Pa., and Karen McKenzie of Irvine, Calif.; one brother, Kenneth Albers of Spring Lake, N.J.; and nine grandchildren.

Memorial contributions, in lieu of flowers, may be made to a charity of one's choice.

The Capital Annapolis, MD September 6, 2003

HARLEY L. BROWN

Here is a brief Bio of my Dear Friend and favorite UAL Capt. Harley L. Brown who has Flown West. I will have a much more complete Bio in just a few days for RUPA, but for now, I'll send this to you. Harley died of cancer at Big Bear Lake, CA on or about Sept 1st. 2003 or as Harley would say, "A fortnight ago". He and Peggy had owned and loved their mountain retreat for many years and he wanted to be there for his final days. Harley was an WWII Ace and had 6 official kills, plus a few trains, trucks and buses to his credit, in his P-51 flying out of England. His big day came on Nov. 2 1944 when he downed two FW190's and a Me109. He had joined the 8th Air Force and the 20th fighter group in August 1944 and completed his tour in March of 1945, bringing home with him from England the love of his life, his wife Peggy. Then on to flying as Captain for United Airlines for more than 25 years, retiring out of SFOFO.

I have personally known Harley and Peggy for more than 35 years and flew with him both in the DC-6 and B737 in LAXFO. Harley was the #1 Captain and I was the #1 copilot, so we could bid and enjoy lots of flying together. We have spent many wonderful days and hours with them, a nicer friendlier couple you could never find... Harley was born in Wichita, Kansas at a very early age and that is where he now rests...

As Harley would say, "Cheerio".

Don E. Wright

MARY MALONEY CLARK

My sister and I sadly report the death of Mary Maloney Clark. She passed away in Torrance, CA.

on March 1st, 2003.

She had a long and lively career at United, starting as a stewardess in 1940 and making her way up as chief 'stew' in both DEN and SFO. During those years, she made lifelong friends with many of the great pilots. She retired in 1947 to marry our dad, Robert Clark, who was a captain for Western Airlines. He died in 1953 when his DC6 crashed into SFO Bay.

Mary returned to UAL in the 60's and 70's, working in the flight attendant offices at LAX. She often spoke of how she loved having to deliver things down in the pilots' lounge/office, as she would often run into one of her "boys"! She retired again and loved to walk on her beloved Redondo Beach almost daily. At night, she would look over the *RUPANEWS*, reading every letter, sometimes making copies, and sending them to us. So interesting! Thank you for making her so happy. If anyone would like to contact us, please do!

Sincerely, Betsy Mleynek & Susan Reams c/o Betsy, 39 Wanderwood Wy.Sandy, UT 84092 and mleynekj@att.net and (801)619-4855. Thanks! If anyone remembers Mary Maloney Clark, we'd love to hear from you.

Sincerely, *Betsy Clark Mleynek & Susan Clark Reams.*

JIM FENELEY

I have just received the very sad news that Jim Feneley passed away, 27 August 2003. Jim died after a 5-year bout with Myelodysplasia (MDS). Shortly after the opening days of the Korean conflict, Jim and I were assigned to the same Navy squadron right out of flight training. He had been there several months before I arrived. We became good friends - but every one in the squadron could feel the same, because Jim seemed to combine such a friendly and affable nature with a keen, perceptive mind and a complete absence of egotism - he was a genuine pleasure to associate with. We both became UAL new hires at about the same time. Even though Jim spent most of his career on the east coast while I was mostly on the west coast, our paths continued to cross. He was just leaving a term on the MEC when I arrived for my term. After a good bit of humor and fun, while discussing this development, his only serious advice to me was "just because you got elected doesn't mean your a @#&% Jimmy Hoffa". I loved that - it was so Jim.

He had a way of bluntly saying just what he thought and it was not offensive because of his genuine personality and because his demeanor showed he welcomed equally strait talk from you. He believed in strong convictions and respected yours even if they didn't agree.

Most of all, Jim was a fun person to be around - always laughing, interesting, challenging, uplifting, interested in whatever you had to say, and positive in a happy way. He took important matters very seriously while not taking himself too seriously.

What a guy. - *Dan Jessup*

EDWARD PATRICK MC LAUGHLIN

Mac died on July 9, 2003 at home in Rancho Palos Verdes, California, with his wife and children present. Born in Riverbank, California on June 6, 1918 to Edward and Nellie McLaughlin, he graduated from St. Mary's College in 1940. He was commissioned as an officer in the Army Air Corps in 1942 and was a member of the 99th Bomb Group. He flew 50 missions out of North Africa and returned to the States in 1943. He flew with the Ferry Command out of Long Beach until June 1945. In 1949, he served again by participating in the Berlin Airlift. He was honorably discharged from the Air Force with the rank of Lieutenant Colonel.

In June 1945, he went to work as a pilot for United Airlines, and flew for United for 33 years until his retirement as a captain in 1978.

He is survived by his wife of 54 years, Carol Flick McLaughlin, his children Patrick (Joan) McLaughlin, Kevin (Marisela) McLaughlin, Nora McLaughlin, Maureen (Peter) Landon, Erin (Joe) Averette, Brian (Sandy) McLaughlin, seven grandchildren, one great grandchild, and brother Douglas McLaughlin.

A funeral Mass was celebrated at St. John Fisher Church in Rancho Palos Verdes.

CLARON URE PRATT

Claron Ure Pratt, 93, of Bountiful, Utah, died April 27, 2003, in Idaho Falls, Idaho, at the home of his daughter, Jeanne Groberg.

He was born February 15, 1910, in Centerville, Utah, to Mathoni Wood Pratt and Agnes Jones Ure Pratt. He was the last surviving grandson of Parley Parker Pratt. He graduated from Granite High School and attended LDS Business College in Salt Lake City.

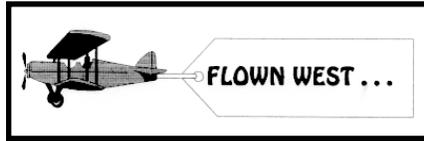
On October 3, 1934, he married Virginia Reeves in the Salt Lake LDS Temple. They had four children. He turned his love of flying into a lifelong career with United Airlines. Claron was assigned to the line October 29, 1939, the 260th pilot to be hired by UAL. His first domicile was Portland, Oregon, where he roomed with four other co-pilots: Curt King, Jack Goodwin, Al Barlow, and Jimmy McKean. His first captain was Eddie Garbutt. He flew as captain, worked as flight manager, then acted as assistant director of Flight Standards.

Claron and Virginia have lived the last year in Idaho Falls. Their previous homes were in Salt Lake City, Denver, Littleton (Colorado), and Bountiful (Utah).

During World War II, Claron served in the China-Burma-India Theater, ferrying supplies over "the Hump" (Himalaya Mountains). He was an Air Force base commander in India and retired as a lieutenant colonel. For his outstanding service, he was awarded the Legion of Merit, the Special Breast Order of Yun Hui, the Distinguished Flying Cross award, the Air Medal and three Bronze Stars. As a member of the Church of Jesus Christ of Latter-day Saints, he served in many positions, including High Priest Group leader, member of ward and stake Sunday School presidencies, member of the MIA (youth organization) presidency, Scout leader, class instructor, and stake farm coordinator. His hobbies were swimming, wrestling, motorcycles, airplanes, pistol/rifle shooting, woodworking, hiking, horses, farming, cattle raising, and golf. But the love and priority of his life was his family.

Survivors include his wife, Virginia Reeves Pratt of Bountiful, Utah; a son, Robert LeGrande (Heilke) Pratt of Colorado Springs, Colorado; two daughters, Jeanne Pratt (Joseph) Groberg of Idaho Falls and Sharon Pratt (Curtis) Wilbur of Bountiful, Utah; a daughter-in-law, Carolyn Pratt of Midway, Utah; 19 grandchildren and 24 great-grandchildren. He was preceded in death by a son, Richard Stephen Pratt, also a United Airlines pilot.

Funeral services were held at 1:00 p.m., April 30, 2003, at the Mueller Park 8th Ward of the Church of Jesus Christ of Latter-day Saints in Bountiful, Utah. Burial was in the Bountiful City Cemetery. Military rites were performed by the Hill Air Force Base Honor Guard. Funeral arrangements were under the direction of Wood Funeral Home of Idaho Falls, Idaho.



CLARON U. PRATT	27 APR 2003
FRED BOESVERT *	8 JUL 2003
EDWARD P. McLAUHLIN	9 JUL 2003
RICHARD RAWLINSON	17 JUL 2003
JIM FENELEY	27 AUG 2003
HARLEY L. BROWN	1 SEP 2003
WILIAM ALBERS *	5 SEP 2003

* 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: October 22, 2003

Mailing: November 5, 2003



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