



RUPANEWS

Journal of the Retired United Pilots Association

Volume 6 Number 12

(Journal 544)

December, 2004



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Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Tel (916)-689-5358

Ted Larusson: tlarusson@comcast.net

RUPA Website - www.rupa.org

RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, 1104 Burke Lane., Foster City, CA 94404-3636

PRESIDENT'S MESSAGE

Fellow RUPArians, here it is the 17th of November, close out date for the *RUPANEWS*, my birthday, and I'm waiting for a call to go to jury duty; it just doesn't get much more exciting than that. Since it is my birthday, that means I have moved up another block on the PBGC's guarantee max payment plan. The longer they hold off terminating our pensions, the more of our pensions they will guarantee. The Rocky Mountain News published an article about our pensions on October 19th. In it they report more than 100 current and former United executives will experience dramatic cuts to their pensions. United's executives receive pensions with large non-qualified payments, which they will lose. Couldn't happen to a nicer group of guys; justice will be served.

I have received a very good response from you regarding last month's list of names to be placed on the Wall of Honor. The Museum has done a lousy job, (to put it politely), of keeping track of your names. As of today, I have received over 65 calls from you telling me the names you sent in are missing from that list. We are publishing the list again. Check it over; if your name is still missing let me know.

The cruise to St. Petersburg has garnered a lot of interest. If you would like to participate, sign up now. I know this will be a more expensive trip than any other we have had, but the rewards are well worth it. I haven't checked yet but I believe you can get an ID 90 and ID 95 fare on United Partner Airlines, and SAS flies direct to Copenhagen from most major international airports. If you make your reservations now, and circumstances dictate later that you must cancel the cruise, you have until 76 days prior to departure to cancel without a penalty.

I wish you all a Happy Holiday Season, Merriment and Mirth. May your stuffing be tasty; may your turkey be plump. May your potatoes 'n gravy have nary a lump. May your yams be delicious; may your pies take the prize. May your holiday dinner stay off of your thighs. I wish you all the Best for 2000 an 5.

Fraternally, *Rich*

DANA POINT RUPA LUNCHEON

Wind and Sea Restaurant--1200 November 16, 2004

Ted: It is a quiet time in the Harbor so the locals can actually get good parking! On the deck, under the blue umbrellas, all the seating was of our choice. Fine day to enjoy the view as well as good food and the lively conversations. Present were; Park Ames, Carlos Bernhard, Walt Bohl, Bob Brockmeier, Bruce Dunkle, Bob Fuhrman, Pete Hansen, Rick Hofer, Bob McGowan, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Tony Testa, Joe Udovch and George Webster.

Walt Bohl brought each of us some surplus issues from the Historical Society ... wow! About '10 pounds' worth of back issues of the American Aviation Historical Society JOURNAL. Many interesting stories and pictures of the days past in aviation like: "Lindbergh Flies the Mail to Panama" ; "The Birth of Naval Aviation" and many more.

Bruce Dunkle brought a book of photos that he took when he was at the 'Old Rhinebeck Aerodrome' a few week ago. Rhinebeck is located north of NYC about 50 miles. At the Aerodrome they keep things like they were in the Pioneer Era of Aviation. They call their aerodrome a living museum of Antique Aviation. They are doing a great job of preserving how it was. Go on Google and you can find quite a bit of good info on this museum. Bruce said his group really enjoyed the whole show.

Next Lunch the first day of winter Dec 21. *Ted*

DENVER GOOD OL' BOYS

The ides of November arrived on the 16th this month and the weather could have hardly been more accommodating. This occasioned one of our semi-annual 'wives invited' meetings and a good turnout eventuated. Following the obligatory attempt at humor by the coordinator, Jim Krasno took the floor to update one and all re: the pension situation etc. Suffice to say that there are still more questions than answers. Jim Reed passed out a handout presenting information gleaned from various sources.

Notable visitors, Judith Gates, and Kelley Yamanouchi were introduced. It was acknowledged that Ed Riehl had achieved the distinction on this date, of surviving another year, and something resembling Happy Birthday was sung. Jim Harris moved that the body sponsor a spot on the RUPA "Wall of Honor" at the Udvar-Hazy Center in honor of Elrey Jeppesen. This was discussed and adopted with no dissent, and will be accomplished forthwith. Following the repast, which seemed to satisfy most, a spirited session of fertilizer slinging ensued, and adjournment may or may not have formally occurred sometime before they padlocked the doors.

Those present were: Steve Pahs, George Benkendorf, Bill Hanson, Dick Garbrick, Tom Hess, Ilene & Dick Wagner, Laura & Bob Ashworth, Pete Delo, Bob Sannwald, Pete Cecchinelli, Maury Mahoney, Bill Bates, Curly Baker, Bill Pearce, Shirley & Jack Turner, Edgar & Ruth Riehl, Dick Shipman, Fritz and Judy Meyer, Dick Brinkworth, Sam O'Daniel, Bill & Mitze Fife, Eve and Bill Hoygaard, Rick & Kaye Madsen, Ralph Wright, Charles & Sandy Fellows, Bob & Ann Blessin, A. J. & Jan Hartzler, Jim Reed, Jim Krasno, Bob & Jim-Claire Clipson, Russ & Pat Ward, Ray & Barbara Bowman, Bob & Marj Crowell, Stanley Boehm, Gary & Marian Gore, Judith Gates, Tom & Cindi Gordon, Jim Jenkins, Jim Harris, and the scribe and coordinator and his bride, *Ted & Rose Wilkinson*

LAS VEGAS HIGHROLLERS' LUNCHEON

Clyde House (702) 896-8821 clydie747@cox.net. It is with great sadness that I submit this, my last report on the Highrollers luncheons in Las Vegas. Since my wife Marie has finally decided to retire from United after more than 32 Years we are planning on spending Christmas in our condo in Maui and then on to Thailand to look for a small villa near the beach. Have several places in mind to look after that as we want to spend the next four years outside the USA as much as possible. The overall situation here in this wonderful country has deteriorated to the point that we want to check out the rest of the world and see how things are going elsewhere. Las Vegas will always be home and I am sure that we will return occasionally to check with friends and look after our property. Upon saying the above I asked for a volunteer to take over the Luncheons and getting no takers, I guess this will be the last message from here. The following were in attendance today. Andy & Dawn Anderson, Bill Balboni, Bruce Barton, Jerry Campbell, Jim & Peggy Cox, Barry & Ruth Dixon, Bruce Fisher, Barrie Folsom who just won "best of show" for one of her paintings, Dave Dyer, Jerry & Susanna Johnson, Gene & Mary Lamski, Rod Lyons, Hal & Shirley Morris, Tim & Marilyn Parker, Bud Puckett & Donna Vitalie, Dave & Bonnie Munyon and yours truly Clyde House and Marie Loquet. It has been a good five year run for us and we have truly enjoyed the company of a wonderful group of fellow airmen and their spouses. To all of you Highrollers, keep the faith and hang in there.

Clyde

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

URPBPA UPDATE

November 21, 2004

Dear Fellow Ruparians:

Jerry Terstige is on vacation, so I am filling in. The following is a brief synopsis of the retiree related activity during the past month in UAL's bankruptcy proceedings.

On November 5th, UAL filed a "Motion for Scheduling Conference on Debtor's Potential Motion Under 11 USC § 1113 (c)" with the bankruptcy court. The purpose of this motion was to, once again, start the process of modifying the union contracts to further reduce labor costs. The requested scheduling conference was to have the Judge to set a date to rule on contract modifications if the Company and the unions are unable to reach a negotiated settlement.

United specifically stated in their November 5th motion that one of their objectives this time around was "to remove any requirement in the collective bargaining agreements that the Company maintain defined benefit pension plans." This represents a necessary first step leading to plan termination and, as such, is United's first "official" shot at our pension plans.

URPBPA responded on November 12th by filing two motions on behalf of pilot retirees. The first motion requested that URPBPA be supplied with all relevant information to allow our experts to evaluate any claim by United that termination of the pilot defined benefit plan is a "necessity" for UAL to emerge from Chapter 11. Demonstration of "necessity" as a requirement for modifying retiree benefits is a key point in relevant sections of Chapter 11.

URPBPA's second motion opposed United's request for an extension of exclusivity to January 31, 2005. The URPBPA board has been dissatisfied with current management's failure to include retirees as "stakeholders" in the process. Their latest filing represented another attempt to exclude this important group from the process and we felt it was time to give fresh leadership an opportunity to step forward.

The regular monthly omnibus hearing on the UAL bankruptcy was held in Judge Wedoff's court on November 19, 2004. The motions mentioned above were on the agenda. During the hearing, United attempted, in line with their motions, to get Judge Wedoff to agree to let them resolve all of the Section 1113 issues, including ending the contractual requirement to maintain Defined Benefit Pension Plans, exclusively with the unions. United would then have had the Court address the distress termination issue later. This sequence would have excluded URPBPA, the PBGC, and the retired pilots until the central issue in the case, the "necessity" of termination, had already been decided. Thwarting this "fate accompli" was the purpose of our first November 12th motion.

The Judge agreed he was also concerned by United's approach. He commented that there is an overlap in the Section 1113 proceedings and the distress termination motions and they should not be handled as completely separate matters. He said that the parties of interest, and he specifically mentioned the Pension Benefit Guarantee Corporation, the United Retired Pilots Benefit Protection Association, and the retired pilots, were entitled to information concerning pension termination matters.

URPBPA was the only objector to the Company's request for a longer extension of their period of exclusivity and the Judge approved the Company's request.

The Judge's rulings were not what the Company wanted, but they agreed that, subject to resolving confidentiality matters, this is how we will proceed. The attorney's representing ALPA and IAM stated that they did not object to this procedure. The Judge set January 10 to 14 for the Section 1113 and distress termination hearings, if they are necessary.

Judge Wedoff raised the issue of URPBPA meeting the requirements of Rule 2019 which require that URPBPA demonstrate to the Court that our members desire to have URPBPA represent their interests in pension termination matters. At press time, our attorneys are working out exactly how this will be accomplished. More information will be available as necessary on our website and by mail.

All of the filings mentioned above are available as links on our website (www.ualpilotpension.com).

Fraternally,

Dennis D. Dillon, Palo Alto, California

Vice-president, URPBPA Board of Directors

WALL OF HONOR HONOREE LIST

If you have given to the RUPA Wall of Honor, check this list to make sure your honoree is listed. This list was made up 9/07/2004 with some recent additions. Send all corrections and omissions to Rich Bouska at rbouska1@comcast.net or call me at (925) 443-4339. There is still time to participate.

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Harry L. Smith	Harold R. Storey	Don Harley Upton	Bruce A. Wheeler	James W. Wright
John A. Smith	John E. Stout	Ellis D. Van Alstine	Raymond D. White	Erwin A. Young
Bill E. Smith	Frederick D. Streb	Robert Van Nostern	John Weldon Whiteaker	Vincent N. Young
Robert M. Snyder	James Dicksey Strickland	John N. Van Patten	Gerald S. Whitlock	Robert C. Zelsdorf
Pete Snyder	James E. Strong	Ralph E. Vance	Lloyd W. Whitlow	

ABOUT THE COVER: Boeing 747-400

This month's picture is another taken by Nic Summers, a Flight Dispatcher for United at ORD.

This particular picture was of the 400 landing in SFO.

Nic has a website, www.jetphotos.com, and is set up for large screen monitors and may take a little time to download. Click on the ENTER button or the top center picture to enter the gallery. If you would like a copy of any of his pictures you can contact him by calling 847-571-0542 or sending an email to nsvr6@comcast.net.

Boeing launched the 747-400 in October 1985 and the first development aircraft first flew on April 29, 1988. US certification (with PW-4000s) was awarded in January, 1989.

The 747-400 externally resembles the -300, but it is a significantly improved aircraft. Changes include a new, two crew digital flightdeck with six large CRT displays, an increased wing span with winglets (the -400 was the first airliner to introduce winglets), new engines, recontoured wing/fuselage fairing, a new interior, lower basic but increased max takeoff weights, and greater range.

This "Techno-Jumbo" was put into service by Northwest Airlines in early 1990. These 747-400s typically carry 420 passengers as far as 8,000 miles and feature 6-foot-high winglets as well as an even longer upper deck. With well over 1000 747s delivered, the fleet has carried more than 1.8 billion passengers for more than 24.7 billion miles.

Orders for the 747-400 as of August, 2002 stood at 632 of which 585 had been delivered. Total 747 sales stood at 1356.

TERMINATION UPDATE, 11-04-04

Doug Wilsman, UAL Retired

Today the MEC posted the following on their website:

With a Special MEC Update for Thursday, November 4, 2004, this is MEC Communications Committee Chairman Steve Derebey.

Today we received a proposal for changes to our contract that the Company asserts are necessary to secure financing to exit bankruptcy and that they are seeking pursuant to Section 1113 of the Bankruptcy Code. We want to share with you what we plan with respect to those materials. We note the possibility that some of the other unions who may also have received proposals may elect to deal with them in a different, and more public, fashion.

The changes proposed are dramatic and include, as we have previously reported, a proposal for termination and replacement of the pilots' defined benefit pension plan. As always, we will want to carefully review and cost out all of the Company's proposals. Full discussions with all relevant MEC Committees, our ALPA staff, as well as our financial, legal and economic advisors will immediately commence. A special MEC meeting will be held on November 15-17 to review the proposal and to develop a response. We will not be sending out anything further with respect to the Company's proposal until after the MEC has had an opportunity to review and discuss the materials.

(MEC Chairman) Mark Bathurst has prepared a letter which will be sent to you tomorrow that outlines the process the Company will seek in support of its effort to change the contract. This process will include a hearing that will be scheduled by the Bankruptcy Court. Prior to that hearing, the Company is required to negotiate with ALPA concerning the Company's proposals."

Doug Wilsman Responds: This seems to indicate that **the earliest that the Pilots' A-Plan plan could likely be terminated would be on January 31, 2005.** The stock market seemed to like the outcome of the presidential election and the S & P 500 closed today up 4.6% for the year to date.

I am preparing to make a massive update to the PBGC calculator for posting on this website in the runup to the date of termination. URPBPA has not changed its tune. They are still playing it safe and are refusing to estimate what the post termination benefits will be. Below is a quote from their website, as of 10-30-04.

QUESTION: "What affect will termination of United's Defined Benefit Plans have on my retirement benefit?"

ANSWER: As of this time, no one can tell an individual what the affect of plan termination will be on an individual's benefit. The calculations necessary to make these determinations are very complex and they are not made until the plan is actually terminated. In some bankruptcies it has taken the PBGC as long as seven years to come up with the final answer. Recently, they have shortened this time period significantly. When a plan is terminated, an estimate is made as to what an individual's benefit will be. This amount is paid to the individual while the final amount is being determined. Once the final determination is made, the amount paid to the retiree is adjusted. If the retiree is underpaid, they will receive a lump sum payment to make up the difference and the monthly payment adjusted accordingly. If the retiree has been overpaid, his monthly payments will be reduced to recoup the over payment. Once the overage has been repaid, the monthly payments are adjusted to reflect the proper payment. It is likely that payments to older retirees will be reduced less than payments to more recent retirees, but URPBPA cannot make reliable estimates as to what will happen."

TERMINATION NEWS

by Doug Wilsman

(11-18-04) This is a pre-obituary. By the time the postman delivers this RUPANEWS, we may have been informed that UAL will seek the termination of our A-Plan. The plan has become so far underfunded that it will require a massive influx of cash from UAL to survive. The active pilots may vote to reduce their pay to produce this cash and save the plan, or they may vote to terminate the plan. There are a steady stream of retirees who would have us lobby to change the law so the plan's assets could be divvy up differently and magically produce a less harsh outcome. These well intentioned guys don't seem to realize how little money there is to divvy up. And they forget that the current PBGC process provides for the infusion of a massive amount of federal money that would be lost if their schemes succeed. Hey guys, this turnip has no blood!

I am guessing that the assets are about \$2.6B today. They should be at least \$5.0B for the plan to be viable. The benefit payments are \$400M annually (not including the \$63M non-qual's) and both are increasing steadily. 40% of the portfolio is in fixed income instruments that earn maybe 6% tops. If the 60% of the portfolio that is in stocks appreciate 10% annually, the total investment earnings will only be \$218M--- little more than half what is needed just to pay the annual benefits to retirees and that provides nothing for the annual accrual of additional benefits by active pilots. The principal has gotten so low that a reasonable interest income rate cannot support the expenses.

So what happened? Well, believe it or not, in my view the culprit is mostly the Internet. I read somewhere that recently UAL tried to raise its retail price by \$5 a ticket in a certain market and no other airlines followed suit and UAL lost \$17 million in future bookings before it was able to remove the increase. Customers can call up the cheapest price on their personal computer, make a reservation, reserve a seat, and pay for the ticket and get a confirmation on their own printer. Our airline cannot price its product high enough to pay for its super-expensive pilot's pension plan. So how did the plan get so expensive? Simple.

Shortly after the 1985 strike, it became common knowledge that UAL had stopped buying retiring pilots insurance annuities. The active pilots decided it would be cool to shoot craps with the money that had been set aside in the plan to buy these annuities. They bet that UAL could invest the money much more favorably than an insurance company---whose primary business is investing money favorably. And, by gosh, for a while it looked pretty good. However, the active pilots brushed aside the warnings from some of us old farts that some day the market would crash and UAL's business would fall off because of the crash, and the annual benefits would have increased to such a high amount that the pension plan would be about to bankrupt UAL and need to be dumped on the PBGC. We should know in a few weeks how all this will shake out.

I will keep writing periodic updates of "Termination News" for posting on the RUPA Website. Call it up at www.rupa.org The Webmaster is Bruce McLeod, who spends massive amounts of time to keep us informed! Thanks for your service to us all, Bruce!!! *Doug*

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

LAX SOUTH BAY LUNCHEON

The South Bay group gathered on October 21 at the *Hacienda* for refreshments, lunch and conversation. Don McDermott led off with the gloom and doom of UAL, our pensions and health insurance. I like to have Don do this because then it makes me look like the nice guy. Everybody needs a heavy.

Also attending were Ken Williams, Ray Mitchell, Ron Matsuda, Walt (always there) Albright, Gene Biscailuz, Shirley and Jack Hanson, Chuck Raphael, Arvid von Nordenflycht, Judy and Bob Gillette (from Wisconsin), Loyd Kenworthy, John Joyce, Tom Reidt, Ginny and Dave Tank, Margaret and Charles Barnard, Gene Gawenda, Norm Witt, Jim Matheson, N. C. "Bob" Horne and me.

Shirley Hanson passed her latest flight physical and will soon join one of the few female Octenigerians. I realize this letter is usually old news as the third Thursday is usually after the Newsletters deadline.

I did not get the Holiday lunch notice in the October Newsletter because I am inept at the computer. However there should be a notice in this issue. It will be on December 9 at 1100. \$21.00 per. Please send checks to me. Best wishes. *Rex May*

THE NYSKYSRAPERS SEMI-ANNUAL LUNCHEON

The NYSkyscrapers Semi-annual Luncheon was held on Tuesday 9 Nov 2004. 59 pilots, spouses and one daughter met at *Manero's Steakhouse* in Greenwich, CT, today. Ron Jersey traveled all the way down from Maine, and Vickie Cataldo drove her dad Andy Harmatiuk all the way down from north of Boston.

Former JFKFO Chief Pilot Joe Vitelli drove 3 hours to join us. Joe is now the head of the non-profit United Airlines Retired Pilots Foundation, which helps support some of our older retirees and their spouses. The Skyscrapers agreed to contribute \$600 to this worthy cause. Who said pilots are stingy with their money?

Our usual money-making raffle gave out UAL Retiree ballcaps, some UAL model airplanes, and UAL pocket-sized address books as prizes, all purchased from the JFKFO Mainliner Store, run by retiree Charlie Kaczinski phone 718-553-6066, open Tuesdays and Thursdays, 10am to 4pm.

Photos were taken by Mike Severson, and will be available to view at the NYSkyscrapers' website, compliments of retiree Ed DeChant: www.londonapartmentvacation.com/rupa52.htm

Ted Garrity and Bill Reynolds manned the check-in table, collecting monies for lunch and hard-selling raffles by the arm-lengths. Bob Lawson pointed out that we've come full circle, when the PBGC reduces our pensions to levels almost as low as pilot salaries from 50 years ago! And finally, Jim Lattimer made a noble effort to attend, but arrived after we all had departed, delayed by his job as Chief Pilot for a local charter operator.... we should all be so fortunate!

Next luncheon will be scheduled in June, 2005. Joining us for lunch today were:

Ray and Sharon Amato, Howie Aronson, Ray and Pat Bernosky, Bill and Lou-Jane Bickert, Ron Bouchard, John Clifford, Jan and Patty Conover, Vince Daley, Mike DeMeo and Diane Mantie, Ron and Betty Denk, Todd and Joan Donahue, Bob Duckworth, Wayne Erb, Ted Fedun, Ray Furlan, Larry Gardner, Dorothy Gates, Ted Garrity, Jim Haeni, Jack Hansen, Andy Harmatiuk and his daughter Vickie Cataldo, Fred Harris, Al Heller and Judi Barteau, Jack Hill, Dave and Ellie Hoyt, Ron Jersey, Pete Kohlsaas, Mattie Kosonen, Bob Lawson, Hank Lopez-Cepero, Augie and Margaret Miller, Al Mitchell, Neil O'Malley, Mike Perry, Gene Peterson, Tom Purrington, Dave Redfield, Bill Reynolds, Bob Schaet, Jerry Schlichter, George Schnell, Bob Scott, Mike Severson, Pete Sofman, Chan and Mattie Stoughton, Joe Vitelli, and George Williams. Thanks, *Pete Sofman*

2005 RUPA CRUISE TO ST. PETERSBURG

Date of Cruise: June 30, 2005

10 day Roundtrip out of Copenhagen

On The Brand New

Holland America MS Westerdam

Check out deck plans and staterooms on the Internet

www.hollandamerica.com, click on fleet, ms Westerdam,

click on Destinations, Europe, Northern Europe

Itinerary for the Ten Days Gems of the Baltic Cruise.

Depart Copenhagen Denmark with stops in:

Tallinn, Estonia, 2 days in St. Petersburg with the option of a side trip to Moscow, Russia, Helsinki, Finland, Stockholm, Sweden, Visby, Gotland, Sweden, Warnemunde with the option of a side trip to Berlin, Germany, return to Copenhagen.

All prices include port charges and taxes and fees imposed by the cruise line.

Category K Inside Cabin	Main Deck Aft	\$1989
Category E Outside Cabin	Main Deck Aft	\$2189
Category VD Verandah	Verandah Deck	\$2489
Category VC Verandah	Verandah Deck	\$2519
Category VB Verandah	Verandah Deck	\$2559
Category VA Verandah	Verandah Deck	\$2559

All cabins are subject to availability.

If there are at least 8 cabins booked at the time of sailing, there will be a cocktail party on board and a possible upgrade. *

*Upgrades are only from inside to inside, outside to outside, verandah-to-verandah.

The Westerdam is the newest and largest ship in the Holland America fleet, with a capacity of 1848 passengers.

The Main Deck is the lowest deck. The Verandah is the fifth deck and is the middle deck on the ship.

A deposit of \$600 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. It is not necessary to obtain a visa prior to the cruise if you plan to take a Holland America tour, however, if you plan to tour on your own, then you must obtain a visa prior to departure.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520
1-800-309-2023 ext. 33 or 1-508-829-3068
Gsp@aol.com

If there are any singles that are interested in the Baltic Cruise, and would like to share a room, contact Rich Bouska, rbouska1@comcast.net or 925-443-4339, to get in touch with a possible partner.

2005 RUPA CRUISE TO ST. PETERSBURG BOOKING SHEET

JUNE 30, 2005 Europe Cruise

10 Day Gems of the Baltic

MS WESTERDAM, HOLLAND AMERICA CRUISE LINES

NAMES _____

ADDRESS _____

Telephone(s) _____ email address _____

Mariner Numbers _____

Dining Preference Early _____ Late _____

_____ Inside Cabin Category _____ Cabin Number _____

_____ Outside Cabin Category _____ Cabin Number _____

Price includes \$276.41 in port charges and taxes.

Total Price Per Person _____ Total Price Per Cabin _____

Deposit \$600.00 per person _____ Due at time of reservation.

Balance _____ due on or before April 10, 2005

_____ Check made out to Jerry's Travel Service

_____ Credit card: MC VI AMEX DIS (circle one)

Card # _____ Exp. Date _____

Name on Card _____

Cancellation Penalties:

75-46 Days before sailing \$600. per person

45-16 Days Prior to sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

Other Information:

PHOENIX ROADRUNNERS

The Phoenix Roadrunners met at the *Best Western Suites* at Scottsdale Airport on Friday, November 12th. Bob Robinson came from Denver and the Worker's from Tucson. It was the first time for Bob and also the first visit for John and Pat Schmitt.

Jim Dopp told about RUAEA's wanting a RUPA member to consider joining their group. RUAEA is getting more active in the activities of UAL as it relates to retirees. Captain June Liston (LAX 767) gave a report on the latest with UAL Flight Operations.

Our speaker, Don Toeppen, recalled the good old days flying into Iowa City in the DC3. Iowa City didn't plow the runway to remove the snow-they just rolled it into a hard surface suitable for takeoffs and landings. All went well until the spring thaw when large pieces broke loose and floated around.

Thirty Three attended the luncheon including those mentioned above. Those Present: Frenchy & Millie Bourgeois, Mike Carlin, Russ Cottle, Jim & Ginny Dopp, Don & Jan Eiken, Bob & Bev Gerdes, Cory & June Liston, Ken & P.J. Killmon, J.O. Martin, Jim & Sue Mennella, Phil & Pat McDonald, Ed & Phyllis Nelson, John & Shirley Prestegaard, Bob Robinson, John & Pat Schmitt, Charlie Schwob, Roy Scroggs, Bob Steeneck, Don & Mary Toeppen, and Tom & Bev Worker. Our next meeting will be at the same place, *Best Western*, on January 14, 2005. Happy Hour starts at 11:00AM-lunch at 13:15. You will be receiving notices from Ken Killmon. Please phone Millie and Frenchy at (480) 948-1612 or E-Mail us at fbourgeois@earthlink.net or Ken Killmon at flyawayk@Cox.net. E-Mail for reservations. Happy Holidays – see you next year! *Frenchy*

SEA GOONEY BIRDS LUNCHEON

Seats were at a premium for the Oct 21 Gooney Birds meeting. You need to get there by 1100 to pick the best seating.

Great attendance: Brent Revert, Bill Brett, Les Shea, Dan Jessup, Mike Morgan, Frank Williamson, Al Holmes, Howard Holder, Don Anderson, Jim Barber, Mark Gilkey, Dave Carver, Dean Turner, Jeff Roberts, Dick Wiesner, Chuck Westpfahl, Rick Robbers, Fred Sindlinger, Jerry Pryde, George Nicolai, Bud Granley, Alex Dunn, Tom Smith, Bill Lamberton, Doug Christensen, Alan Black, Bill Raimer, Bob Berkey, Bob Reid, Ray Hull, John Turbeville, Ray Dapp, and Ed Williams.

Let's see if we can beat that number next month.

Great meeting thanks to Alan Black and Frank Williamson. They made some sense of a very confusing time. Thanks.

If you are in the Seattle area and wish to have updates and invites from the Gooneybirds, please send me an e-mail so I can put you on the list: reveille747@yahoo.com

SFO NORTH BAY RUPA LUNCHEON

Cloudy, brisk, and windy was the weather of the day for the North Bay RUPA monthly luncheon; however 21 folks gathered at the *Petaluma Sheraton* for warm and pleasant meal, with good company to chat with. The hands-down winner for the longest commute went to Doug Howden, all the way from Vancouver!

Other in attendance were: Leon Scarbrough, Chris and Dan Bargar, Barbara and Don Madson, Nancy and Dick Lammerding, Ted Graves, John Reed, Dick Hanna, J.O. "Jerry" Thomas, Phil Simon, Bill Greene, George Hise..(minus his trademark mustache!!), Bill Knight, Ramsey Unalp, and this scribe.

UAL and the pension program was not discussed..("Yeah..Right!!)

Happy Holidays to all from the group!! *Bob "Father" Donegan*

URPBPA UPDATE

November 11, 2004

Dear Fellow URPBPA Member,

We have received questions from members inquiring about what URPBPA is doing to defend against United's efforts to terminate our Defined Benefit Pension Plan. URPBPA plans to vigorously oppose United's proposed termination of our pension plan and our effort to do so has been underway for sometime. However, in the interest of preserving all of our options and obtaining the best possible outcome, neither the URPBPA Board or our attorneys think it is wise to publicly discuss the details of how we plan to proceed. We hope you will understand the reasons behind this precaution and we ask for your patience as we move forward. We do plan to keep you informed as events occur.

Fraternally,

Roger Hall
President
United Retired Pilots Benefit Protection Association

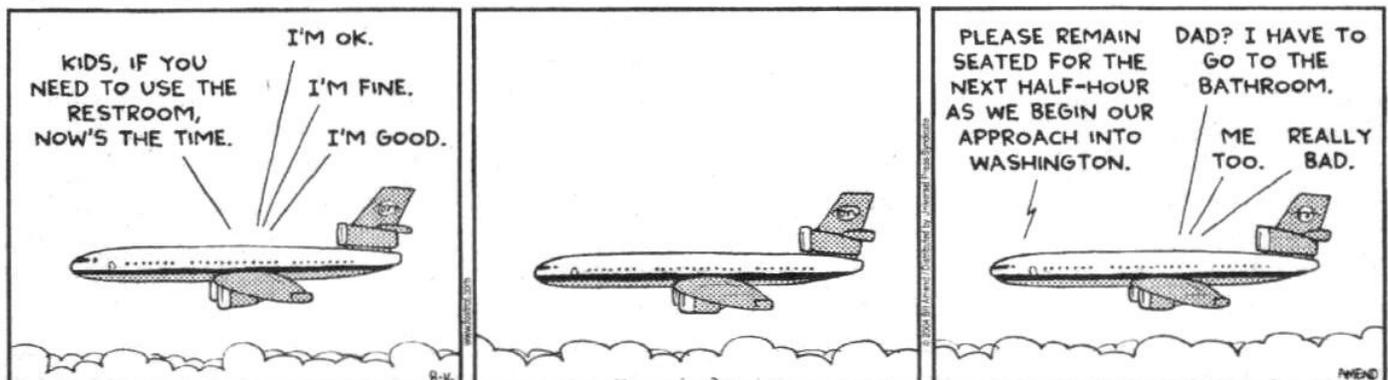
URPBPA WEBSITE UPDATE

On November 12, 2004, the United Retired Pilots Benefit Protection Association filed a motion requesting that Judge Wedoff order United to include URPBPA in any discussions regarding termination of United's Pilot Defined Benefit Pension Plan. The motion further requested that United be ordered to provide URPBPA the same information it has provided to its unions, the PBGC, the Department of Labor, the unsecured creditors committee, Independent Fiduciary Services, and its other key stakeholders to allow URPBPA to adequately evaluate United's claims that it must terminate the Pilots Defined Benefit Plans.

Additionally, URPBPA filed a motion objecting to United's request to extend their period of exclusivity until January 31, 2005. This motion asks that United's request for an extension of their period of exclusivity be denied and that exclusivity be terminated immediately.

Copies of both of these motions are available at www.ualpilotpension.com.

FOXTROT *Bill Amend*



ONBOARD UPDATES

Date: 11/15/2004 7:24:12 AM Pacific Standard Time

From: onboardcomm@united.com

Hello, this is Jane Allen, VP Onboard Services, with an update for Friday, November 12.

I wanted to talk with you today about the company's recent announcements ... about its need for significant additional savings by mid-January, about how this affects us all, and what it means for United's future.

We all share the same goal – United must exit Chapter 11 as a competitive, profitable company that will be sustainable for the long-term and that provides competitive pay and benefits to our employees. To do this in these challenging times, we must address both short- and long-term change, and we must continue to make difficult decisions.

Because of market conditions and a shift in the value customers place on airline travel, we must do even more than we have already done to restructure successfully. With fares at 12-year lows, oil at record highs and no pricing power, we must move quickly to address the cash requirements created by our situation.

United's financial situation is urgent. The industry's financial reality is stark. So we have no choice but to focus immediately on additional cost savings – including savings through the Section 1113 process. We must move quickly, so that we can create a financeable business plan to exit Chapter 11.

Specifically, throughout the company, we need to achieve additional average annual savings of \$2 billion. Roughly one-third will come from pension termination and replacement; one-third from employee wages, benefits and productivity improvements; and one-third from non-labor initiatives.

The necessary labor savings from unionized and non-unionized employees total \$725 million. To ensure that changes are fair and equitable for all groups of employees, the company is requiring each group to provide their relative share of the necessary labor cost savings. Accordingly, cost savings have been allocated based on each group's labor costs as a percentage of the company's total 2004 labor costs.

For example, if a specific group's labor costs represent 20% of United's total 2004 labor costs, their cost savings allocation would be 20% of the \$725 million in necessary labor savings. AFA's labor costs represent 19% of United's total 2004 labor costs, so its total cost savings allocation will be 19% of the \$725 million in necessary labor savings. That equals \$138 million.

Using the same methodology, ALPA's costs savings target is 26.4 percent, which is \$191 million of the total necessary labor savings. IAM's target is 24.8 percent, which is \$180 million of the total. AMFA's target is 14 percent of the total which is \$101 million. Savings from PAFCA is \$3 million, and TWU's are \$242,000, which represents less than one percent of the total. In addition, cost savings are being allocated to salaried and management employees using the same methodology. SAM's allocation is 15.4% of the savings, or \$112 million.

In order to ensure adequate cash levels, we must begin realizing the labor cost savings we need by mid-January 2005.

At the end of last week, we gave the leadership of AFA a proposal, or term sheet. What does that mean? It means that United made specific proposals to the union, including suggested modifications to wages, benefits and work rules – possible ways for AFA to achieve the necessary cost savings, totaling \$138 million, through a combination of changes.

We also are open to other cost-cutting labor agreement proposals that the unions, including AFA, might want us to consider. And we told each union that we were open to such alternative proposals.

In addition, United asked all our unions for the right to terminate and replace our defined benefit pension plans.

How each group achieves the allocated savings will be determined through the upcoming negotiations, and our goal is to reach consensual agreements quickly with each group. Regarding salaried and management employees, senior management will decide how SAM employees achieve their savings allocation. We are firmly committed to ensuring that any changes are necessary, fair and equitable, achieving a balance of reductions and incentives for all employees.

An important point for you to keep in mind is that managers and supervisors cannot engage in discussions regarding specific proposals in the term sheets. Those proposals are the subject of negotiations, so any questions or comments that you, as a represented employee, have about the proposals should be directed to the AFA.

One last point, each member of United's Executive Council – composed of Glenn Tilton and his seven direct reports – is taking a 15-percent salary reduction, effective January 1, 2005. As proposed for all groups, part of this salary reduction will be restored on exit from bankruptcy. In addition, if pensions are terminated and replaced, executives and officers will be treated the same as all other salaried and management employees.

We appreciate the contributions that you have made over the past 23 months to put this company on a far more competitive footing. While we regret taking this step, it is necessary for United to successfully exit Chapter 11.

As we proceed through these very difficult times, I urge you to be patient, avoid speculation, stay informed, and let the process work.

Thank you for your continued hard work and take care of each other. I'll talk with you next week.

LAX HOLIDAY LUNCHEON

MARK YOUR CALENDARS NOW. All RUPA members, active pilots, present and former flight office personal and active or former flight attendants. Also widows, spouses of any of the above are invited.

December 9 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 \$21.00 per person. Send check to Rex May, 6677 Vista del Mar, Playa del Rey, CA 90293-7545. Checks must reach me by Saturday, December 4 as I must pay and confirm the number by Monday, December 6.

Hope to see you there. *Rex*

The approaches described in this newsletter are not offered as cures, prescriptions, diagnoses, or a means of diagnoses to different conditions. The author and publisher assume no responsibility in the correct or incorrect use of this information, and no attempt should be made to use any of this information as a form of treatment without the approval and guidance of your doctor.

Max Planck's (One of the greatest scientist of the 20th century) more cynical view of science: *A new scientific truth does not triumph by convincing its opponents and making them see the light, but rather because its opponents die, and a new generation grows up that is familiar with it.*

FEELING MISERABLE AND CHOLESTEROL

By Doctor Bruce West

Here is an amazing statistic ... If you are taking prescription drugs and you feel absolutely miserable, the odds are 50-50 that your medicine is responsible for how you feel. While researchers stop here, our research over 30 years with over 30,000 patients shows that in more than 85% of all cases, you do not need to be taking the drugs you have been prescribed. This amazing phenomenon is most notable with **statin** (cholesterol-lowering) drugs. Yet when I tell my patients they don't need to use these, they are stunned. It goes like this letter from one of my patients from New York:

“Dear Dr. West, I feel absolutely terrible. I am scared to death because I am losing my memory rapidly. My muscles ache and I hurt all over. My feet are going numb and I have pins and needles everywhere. I can't control my blood sugar no matter what I eat. My ankles are swelling. And I have lost my sex drive.”

When I questioned this patient, I discovered she had been on statin drugs for four years (these are generally prescribed **for life**). I told her to wean off the Lipitor with the help of her cardiologist. The response was typical. Her doctor was flabbergasted at the suggestion, but when pressured he did a blood test for her liver. The results were normal and he suggested she was just getting old, her symptoms were not related to the drugs, and the drugs were desperately needed to **protect her from a heart attack**.

Too miserable to swallow this, she found another doctor who weaned her off the drugs, and “miraculously” her problems disappeared over the course of the next six months. This is typical of statin use. Today millions of people are being made permanently ill with the use of these drugs. Since the pharmaceutical and medical industries—along with help from the media and the government—want more than 50 million people on these drugs, it is easy to see where we are headed—toward permanent job security for me.

The Facts about Cholesterol

Seriously, if you are in this scenario, you have to use your head. Most cardiologists scare the daylights out of their patients. Without adequate data, you also can be made permanently ill (and broke!). So get the facts. Here are just a few highlights:

- Statins cause all the symptoms listed here, and more—including **congestive heart failure**.
- They interrupt hormone production (hormones are made from cholesterol) and wreak havoc on your memory. And, for what benefits?
- Is the medical mantra "protection from heart disease and heart attacks" true? Hardly. If you look at the data of all the studies, you will find the same thing—people die at the same rate whether on or off statin drugs. These studies include:
 - Honolulu Heart Report of 2001
 - MIRACL study of 2001
 - ALLHAT study of 2002
 - HEART PROTECTION STUDY of 2002

-
- PROSPER study of 2002
 - J-LIT study of 2002
 - STATINS AND WOMEN study of 2003
 - ASCOT-LLA study of 2003
 - a Meta-Analysis (summation) of all studies of 2003
 - STATINS AND PLAQUE study of 2003
 - PROVE-IT study of 2004
 - REVERSAL STUDY of 2004
 - and on and on.

Want the facts? Here they are. Want the details? There are millions. Want it quick and simple? Just look on the label of a Lipitor bottle. The fine print reads, ***LIPITOR has not been shown to prevent heart disease or heart attacks.*** So why would anyone subject themselves to the risks without the benefits? For absolute, non-refutable data about the statin debacle, pick up a copy of the book ***The Cholesterol Myths*** by Uffe Ravnskov, MD., PhD. If you want the information even quicker, log onto www.thincs.org.

HEALTH ALERT **September 2004**

LOS ANGELES VALLEY LUNCHEON

We had a large turn out today at *Billingsley's* for our November 18, 2004 luncheon; beating the September luncheon by 2 with 30 in attendance. That must be because we had 2 from Captain Cook, Hawaii which is on the Kona Coast of the Big Island of Hawaii. They were Bris & Bev Pitts. Bris is a 20 year retiree. The others that joined us for lunch were Don McDermott (our Valley Rep), Rex May (South Bay Rep), Trudy Ann Buck, Norm Marchment, Doug Bielanski, Larry Lutz, Marv Jeffers, Denny Fendelander, Dick Unander, Bob Mosher, Jack Moore, Joyann Moore, Herb Goodrich, Hilda Goodrich, Marcene Rankin, Doug Rankin, Walt Albright, Ken Williams, Ray Engel, John Joyce, Shirley Hanson, Jack Hanson, Dave Tank, Ginny Tank, Jim Turner, Dave Kirkendall, Butch Trembly.

At 1205 Don welcomed our guests from Hawaii, followed by Rex reminding us that the Christmas Luncheon at the *Hacienda* is the 2nd Thursday in December which will be on December 9. Don then spoke of the gloomy outlook pertaining to Medical for those under 65 who have not as yet gone on Medicare. He also spoke of our Pension Plan and pensions pertaining to other companies. Doug Bielanski mentioned that there is talk that the Flight Attendants may strike the major airlines. Also mentioned during the discussion was that if the PBGC takes over the retirements benefits those over 71 should receive the amount that they are now receiving, and the younger ones would receive something less than they are currently receiving. During the discussion we were told that as of January 1, 2005 management is supposed to take a 15% pay cut.

Our guests from Hawaii were introduced and Bris talked a little bit about this years Kona Coffee crop that is grown in his area of Hawaii.

Until January, here in the San Fernando Valley, *Doug Rankin*

Address changes, Snowbirds & Others:

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

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

OCTOBER SE FL GOLD COAST LUNCHEON

The South Florida group had their first meeting of the season on Thursday, the 14th of October. We had a nice crowd and a good time was had by all. Sadly, we learned of Bill Henderson's passing on. Great guy, we will miss him.

Attending on the 14th were Howard Baugh (new member), Art Jackson, Dick Wiley, Ham Oldham, Bob Dodson, Peter Gallant, Hank Fischer, Burt Olson, J.T. Palmer, Paul Livingway, Bill Lancaster, Jim Good, Ed Wheeler, Vince Canavan, Dave Peat, Les Eaton, Terry Lewis, Jack Link and Jimmy Carter.

Next lunch will be on November 11th at 11:30, same place, *The Flaming Pit Restaurant* in Pompano Beach. We have decided to begin sending e-mails instead of post cards each month. If you would like to be on the list, let me know at p-jbradley@msn.com. If you do not have a computer, we will still send you a post card. In that event, call me at 561 994-6103. If you have any questions, call Jim Carter at 561 272-1860 or Stan Blaschke at 561 954-0145. We pick up at airports. *Jerry Bradley* for Jimmy and Stan

NOVEMBER SE FL GOLD COAST LUNCHEON

The South Florida RUPA members had their second luncheon of the season on Thursday the 11th of November. We had a nice turnout and everyone seemed to enjoy the reminiscences with their friends. The previous Saturday, myself, and some other members attended the memorial service of Captain Bill Henderson. His wife chartered a 120 foot yacht and about 50 or more friends and relatives came aboard. We cruised for about four hours with wonderful food and drinks being served by a great crew; many of the guests got up and told a story about Bill. Near the end, we went out into a very rough ocean for a short stay and Bills ashes were scattered in an outbound tide. Rose pedals flew in the wind and it was a very inspiring moment for everyone. We will all miss one of the most professional Captains that I have flown with in all my years. A real first class gentleman.

Present at Thursday's meeting were Ned Rankin, Lyn Wordell, Warren Hepler, Dan Kurt, Hank Fischer, Dick Wiley, Mike Warde, Art Jackson, Wes Fetzer, J.T. Palmer, Stan Blaschke, Dave Peat, Peter Gallant, Ham Oldham, Terry Lewis, Ed Wheeler, Les Eaton, Paul Livingway, with son John, and me Jerry Bradley.

Our meeting notices by e-mail seem to be working well. The only one that didn't get his was Ned Rankin. I asked him what made him think that I sent it and that seemed to have solved the problem. If you would like to be on our e-mail list, just contact me at p-jbradley@msn.com. Any other questions about our South Florida group, call Jim Carter at 561 272-1860 or Stan Blaschke at 954 581-0145.

Until our next lunch on December 9th, have a nice month. *Jerry Bradley* for Stan and Jimmy.

RESUMPTION OF SUNBIRD LUNCHEONS

Hello Fellow Ruparians. We (Don Jefferson, Bob Schaet & Jim Dowd) plan to Have Our Treasure Coast Luncheons on the second Tuesday of the month starting on January 11, 2005 and following on Feb. 8, Mar 8, Apr 12, and possibly May 10. We will be returning to the *Mariner Sands Country Club*, which is 11/2 Mi south of Cove Rd. on US1 in South Stuart.

Please spread the "word" to our "brothers". Bob S. has agreed to send the postcard notices and Don J. and I will handle the rest of the coordination. More to follow-Best regards to all, *Jim Dowd*.

THE WORLD IS MINE

Today, upon a bus, I saw a very beautiful woman
And wished I were as beautiful.
When suddenly she rose to leave,
I saw her hobble down the aisle.
She had one leg and wore a crutch.
But as she passed, she passed a smile.
Oh, God, forgive me when I whine.
I have two legs; the world is mine.

I stopped to buy some candy.
The lad who sold it had such charm.
I talked with him, he seemed so glad.
If I were late, it'd do no harm.
And as I left, he said to me,
"I thank you, you've been so kind.
It's nice to talk with folks like you.
You see," he said, "I'm blind."
Oh, God, forgive me when I whine.
I have two eyes; the world is mine.

Later while walking down the street,
I saw a child I knew.
He stood and watched the others play,
but he did not know what to do.
I stopped a moment and then I said,
"Why don't you join them dear?"
He looked ahead without a word.
I forgot, he couldn't hear.
Oh, God, forgive me when I whine.
I have two ears; the world is mine.

With feet to take me where I'd go...
With eyes to see the sunset's glow.
With ears to hear what I'd know.
Oh, God, forgive me when I whine.
I've been blessed indeed, the world is mine.

--Author not known

**Mark Your Calendars Now
For the RUPA Convention
In Washington D.C.**

October 13 through October 17, 2005

**Be there for the unveiling of the
RUPA Panel at the new
Smithsonian Udvar-Hazy Museum**

COINCIDENCE

A chicken farmer went into a local tavern and took a seat at the bar next to a woman patron and orders a glass of champagne.

The woman perks up and says "How about that? I just ordered a glass of champagne, too!"

He turned to her and said, "What a coincidence. This is a special day for me, I'm celebrating."

"This is a special day for me, too, and I'm also celebrating!" says the woman.

"What a coincidence." says the man. They clinked glasses and he asked, "What are you celebrating?"

"My husband and I have been trying to have a child. Today, my gynecologist told me I'm pregnant!"

"What a coincidence." says the man. "I'm a chicken farmer. For years all my hens were infertile, but today they're finally fertile."

"That's great!" says the woman, "How did your chickens become fertile?"

"I switched cocks." he replied.

"What a coincidence," she said.

United Airlines Historical Foundation

Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos
7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537

LETTERS

VERN BALDESHWILER—Cheyenne, WY

Hi Cleve. Enclosed find postage and some extra bucks for printing or whatever.

Paula and I are still enjoying our high, dry Wyoming air. Am in the fourth year of landscaping our new home (2 ¼ acres). Anyhow, it keeps me out of the streets and off the bars.

Staying active with the Order of Daedalians (Military Pilots Organization) and Kiwanis (we have the second largest Kiwanis Club in the world right here in little ol' Cheyenne).

We are having difficulty getting on United flights like everyone else on passes. What a shame, high load factors and losing money, what a dilemma. Surely glad I had the opportunity to be flying back when it was still enjoyable, and now certainly hope United can survive.

I have worked on many organization newsletters and I really appreciate your team's time and effort to put out such a fine publication. *Vern*

GEORGE F. BENKENDORF—Evergreen, CO
PUEMA

Dear Cleve, Thanks for the good work. It is appreciated.

Still sharpening chainsaw chains, mowing large acreage with my Ferguson (1950) tractor and spend the winter skiing in Aspen where we have a very nice condo near the gondola.

Cordially, *George*

BOB DORSEY

Sorry about being late this year but our life was interrupted by IVAN. We recently bought a cottage on a beautiful lake in Maine and returned home on September 18 to find that Hurricane IVAN had paid a visit to our house and neighborhood. The storm surge roared down our street directly from the bay and blasted open the front doors and almost

two feet of water and a ton of storm debris was deposited throughout the first floor of our home. With the help of lots of family and friends we survived the first couple of weeks as we shoveled out the leaves, branches and mud, cut out sheetrock and insulation, power washed the floors, and started the reconstruction planning. We lived with a generator for power for two weeks giving us refrigeration and lights but no hot water or air conditioning. Cold water showers were refreshing in the warm Florida weather.

Several neighbors lost everything as the pounding surge destroyed their houses and washed away everything inside. It was not a pretty sight.

We are slowly getting everything back together but it will be quite a while before we are back to normal. In the meantime we will watch the actions of those in control at UAL and pray that we do not suffer additional catastrophic damage.

All the best to all of our UAL friends. *Bob*

JAMES M. BRADY—Manasquan, NJ

Not the best of years. Lost our only son in a motor vehicle accident and my prostate cancer has metastasized into my spine.

Postage is enclosed and extra for whatever.

No rain, no rainbows. *Jim*

WILLIAM C. BRASHEAR—Dawsonville, GA

I have been retired almost five years now and it seems like I walked out the door yesterday. Probably because I have been very busy doing many of the things I really enjoy as well as trying to keep my retirement income intact. My handicap has even showed some improvement.

When I initially retired in January of 2000 an investment advisor suggested that I move at least part of my B Plan assets to a safe alternative to the stock market that eliminated all downside risk while producing a gain during the good market years. Well, considering the recent market returns, I chose to stay with the traditional approach, the rest of 2000, 2001 & 2002 returns or lack thereof, combined with the ESOP debacle resulted in a 50% reduction to my B Plan.

Last year I researched the “alternative vehicle” and found it would have provided the protections and growth as stated. If I had placed my B Plan assets in this vehicle at retirement the only loss I would have incurred would have been the ESOP loss which would have been offset by the gains in the good years. I have since moved my assets to this vehicle, better late than never. *Bill*

NEIL BRETTHAUER

Ted: It’s time once again to send the renewal check (via snail mail to Cleve) and to email the annual update epistle.

It’s been a busy year for Vicki and me. Throughout the year, we made trips to Houston in connection with Vicki’s work (volunteer) on several boards at Rice. The pay stinks, but the rewards are great.

In March we turned some of her many Marriott “frequent sleeper points” into miles on AA and a week at Frenchman’s Reef in St. Thomas. We were there to attend the wedding of an old colleague of hers from DHL days. A good time, but dodging all the cruisers can be a bit trying.

In late July, we took our Tollycraft on a serious two-week cruise around Lake Michigan. Both the boat and the weather were most cooperative.

In October, we participated in a Rice University “Alumni Campus Abroad” trip to Tuscany. What a beautiful part of the world! The scenery is gorgeous, the old medieval towns fascinating, and the food and good wine are incomparable. All in all, a pleasant visit and a great learning experience. You’re never too old...

We were fortunate here on Marco Island to have to have dodged the hurricanes that plagued Florida this year, and for that we are grateful.

Thanks again for all the great work done by you and all of RUPA’s officers and the “folders and stuffers”. The *RUPA NEWS* is still my favorite magazine. Keep up the good work. *Neil*

DICK BRINKWORTH—Elizabeth, CO

PUEMA

Hi guys! I’m only six months late, but I am in the same year, so I hope that’s on time.

My bride, Valerie, and I were see’n and do’n all summer long. We started with a 1,400 mile boat trip up the Tennessee River from Paducah, KY through the locks of the TVA then into the Tombigbe Waterway system south toward Mobile, AL then back again to Chattanooga, TN and finally back to Paducah on the Ohio River. We were in a 21 foot open bow boat and just camped along the way and in marinas. Great Trip!

Next was a horse pack trip into the Holy Cross Wilderness area in Colorado. Then we drove to Alaska, August 1, 9,415 miles, 7 weeks. Had a really great time. Next was a week long elk hunt with four of our six sons in Colorado.

The mail pile was three feet high when I finally got back to it.

I would like to thank all the folks at RUPA for the important work you do. It brings back so many memories of people, places, and experiences from our previous life; which slowly seems to fade away.

Thanks again! *Dick & Valerie*

JOHN P. BROWN—Hayward, CA

Please take note that I am writing this 11/15, and my birthday is 12/09. We Flight Dispatchers damned well know in what month our birthday falls. (I’m still a little unclear about the year, and I remember Jerry Froh telling a pilot group he didn’t have to wear a name tag, he knew what his name was. I’m not that confident anymore. I think I remember Jerry’s name...not sure about mine without the tag...)

I regained contact with a long-lost but never forgotten friend through a little serendipity. Bob Donegan has always been one of my favorite pilots. I never flew with him, and I suspect that was a lucky thing, but he was always good for a joke and a story. His humor and friendship are a lasting part of my memories of working for such a great company. It is truly unfortunate that others still employed there will have their recollections soured by what is presently being inflicted upon them. I trust there are still guys around like Father Bob, Iffy Smith, Jack Lefler, guys who gave personality and warmth to the working part of the airline, even as upper management continues to inflict such hideous damage.

I must tell you this story, if only to keep the humor there. Sometime in the early 60's, I was walking down the (I think it was) C concourse at ORD, and an arm was suddenly slapped around my shoulders. I looked around, and there was Al Gmoser, with a big smile on his face. "Damn, Brownie!", he said. "I'm gonna give you a tip. Buy condos in the Ilikai." I told him, "Al...I'm a weather clerk. I make \$600 a month." He said, "Well, shit, Brownie...start saving!" Ah, my. Al was the very first pilot I flew with, on a requalification flight in a DC-7, from MDW, making touch-and-goes at ORD...three, if I remember correctly. (This was, oh, 1958?) He had been out sick for some reason, and had to show the government he still knew how to fly. There I was, sitting in the Observer seat, looking at all of these switches, levers, buttons..I had never been on an aircraft of any kind, and was completely mystified by the taxi to the end of the runway, the magneto check, and the sudden surge of power. Man, I was hooked! Jeez...17 years old, and I stayed around until I retired at 55. From looking through the fences around MDW to the end of my career, I never lost my love of aviation.

It was wonderful to work with guys like Jack Steidl. I was only a flunky at MDW at the time he was flying J.I. Case charters to the Bahamas, but I was fascinated with his stories about skin- and scuba-diving there. I was already a member of a dive club in Chicago, and salt-water diving was a future dream, but here was a guy who was actually doing it. Blew me away. I'm in an airline office talking about swimming among shoals of fish...and I'd never done that! And this guy I'm speaking with is an Airline Captain! Holy Shit!

Larry Sundy (My spelling is probably wrong) had knowledge of the Pacific Northwest that was worthy of an encyclopedia. It was an extreme pleasure to work with him, and I tried to make a point of pre-planning with him. Before he left SFO for his SFO-MFR-EUG-PDX-SEA B737 route, I would tell him, "Ok. MFR looks iffy. When you get up there, if you can't get in, hold until departure time and then just ACARS me that you are leaving for EUG. If you can't get in there, either, ACARS me at departure time and head for PDX. Getting in there will be no problem". The idea between the two of us was, I knew he and his co-pilot would be damned busy. We had our plans. Shoot me the message, and I'll handle everything except ATC.

Damned if it didn't work fine! Gotta tell ya...working with Larry made me feel like I was truly a part of an operational airline. The plans were there, and, when enacted, everyone knew what the program was. Hell, that was years ago, and he probably doesn't even remember it...but I do.

Well, Hell...I'm just an old Dispatcher reminiscing...shit, I'm not even eligible to be in RUPA, I just send in some bucks so I can get the newsletter and keep up with a few names I recognize and maybe get up-to-date on what the Company is doing, plus, I figure, if I pay the postage, I can bitch about Ferris, Wolf, and other fools, too. I can do that, right?

[Everyone who worked in Flight Ops is eligible and welcome to join RUPA, John.. Ed]

I was gonna post a little missive to Art Mount about dogs, but I don't want to get overly verbose. If you want it, Art, shoot me an email writeto-john@comcast.net.

Hope everyone is calm about the election. Life goes on, right?

Snail-mail lugs the check. *John*

GEORGE BUTZ

Dear Ted, I've just sent the postage fee off to Cleve. Sorry I'm a little late with it.

It seems like we spent most of the summer tracking hurricanes. We only evacuated for Charley. They had a mandatory evacuation order for the island and when they talked about a 10 to 15 foot storm surge we decided it was best to leave. As it turned out it went ashore north of us, but you never know what they are going to do. We got ready to leave when Ivan was approaching but we didn't have to. Hope that is it for this year.

We just returned from a week in Germany. It was the 55th anniversary of the Berlin Airlift. We spent five days in Berlin and two days in Frankfurt. The memorial ceremonies were very impressive and we were treated royally. The weather was perfect, cool days and no rain. We went on Lufthansa and the service was excellent.

Thanks again to all of you for the great job you do in publishing the *RUPANEWS*. *George*

UAL PROPOSES MORE OUTSOURCING;

THIRD-PARTY WORKERS HIGHLIGHT OF CARRIER'S LATEST PLAN TO UNIONS

By David Kesmodel, *Rocky Mountain News*
November 9, 2004

If United Airlines has its way, fewer and fewer of the people working for the company at airports across the country will sport United uniforms. Instead, they will wear the jerseys of third-party contractors. In some cases, existing United employees will simply change uniforms - but receive lower pay and benefits.

The giant carrier's latest proposals to its unions for sweeping contract changes reflect a company increasingly venturing down the path of outsourcing jobs as it seeks to slash costs and survive its on-going trip through bankruptcy court. For example, United has proposed to the union representing mechanics and aircraft cleaners that it be given the right to farm out all plant and ground equipment maintenance; all computer technician work; all airplane cleaning and all fueling of planes.

It also proposed gaining the right to outsource heavy aircraft repairs to foreign contractors and the authority to lay off maintenance employees without regard to seniority. In addition, mail and cargo running, security-guard jobs and food service could wind up in the hands of contractors under a proposal to the union representing ramp workers, ticket agents and others. At least several thousand of United's 62,000 jobs could go away. "What they're asking is that we vote ourselves out of a job," Bill Moons, an official with the Denver unit of the Aircraft Mechanics Fraternal Association, said of the proposal given to the union last week.

He said it appears virtually all of the 7,500 mechanic and airplane cleaner jobs at United are vulnerable in the carrier's restructuring. "Make no mistake about it: (Chief Executive Glenn) Tilton is about union-busting. They're using the 1113 process to try to bust the unions." The 1113 process refers to the part of the bankruptcy code under which United can abrogate existing labor contracts if negotiations fail and the judge allows changes to be imposed.

"That's ridiculous," United spokeswoman Jean Medina said in response to Moons' comment about Tilton. "We have to have a financeable business plan to exit bankruptcy. That means we have to make difficult but necessary decisions now to ensure that we have a viable, sustainable company that will continue to provide jobs going forward."

UAL Corp.'s United, Denver's largest carrier, already has outsourced many jobs in its restructuring. For example, it won contract concessions allowing it to farm out hundreds of airplane-cleaning jobs. In some cases, former United cleaners at Denver International Airport are donning uniforms of contractors and doing the same work they did at United but for lower wages, said Moons, a United mechanic at DIA.

Bob Mann, an industry consultant in Port Washington, N.Y., said major U.S. carriers have little choice but to seek ways to dramatically cut costs. The industry is being hammered by high jet-fuel prices and depressed fares. Increasingly, low-cost carriers are eating into the market share of titans such as United.

But Mann said increased outsourcing can lead to lower-quality service. "There's a limit to what you can do there. The issue is, where do you find reliable third-party handlers? It's a God-awful, terrible business. It is a risk every time you sign your signature on a dispatch document or something else."

Moons said United's proposal, if approved, could quickly result in nearly 1,600 job cuts for AMFA-represented workers across United's system. The union represents more than 700 workers in Denver. The union has not formed a formal stance on the airline's proposal, which includes 9 percent wage cuts.

United, which filed for bankruptcy in 2002, wants to negotiate wage and benefit cuts with all its unions by mid-January as part of an effort to save another \$2 billion annually.

The union representing United flight attendants made public Monday a proposal from United that includes 10 percent pay cuts, with 4 percent being temporary. The union says it will fight United over "every dime" of the \$138 million in annual savings it is seeking from the group. United won \$2.56 billion in wage and benefit cuts and work-rule changes from workers in 2003.

TOM L. CONLEY—Huntley, IL

Greetings: An antique dealer is a collector gone bad; war started, antique dealing stopped. Successful in making a big pile of money small. Think I'll see if we can loose some more in real-estate. The most dangerous thing in the world is an airline pilot with one semester of finance. Barry Marlin where are you when we need you. *T.L.C.*

FRANK COWLES

Ted, I am sending my check to Cleve. I am not sure how or where to send in a letter. I have not been in a position to be active in any way for some time. I am doing OK myself, but I have had to have full time care for Bea and now she has had to go into a care facility. After 63 years together it gets pretty lonesome around here. Its pretty bad when you have to give up your travel, your golf or your sex, but all three at the same time ??

Just get me back on the list of communicators.

Thanks, *Frank Cowles*

You did it right. Welcome back.—Ed.

GARY & JANICE CRITTENDEN—CapeCoral FL

Editor *RUPANEWS*: Holiday greetings to all! Special thanks to those who keep this journal coming. Janice and I are still enjoying the life between Illinois and Florida. Fortunately Hurricane Charley did minimal damage to our Cape Coral home. Building to newer standards and having shutters all around paid off. Unfortunately others were not so lucky. Janice just had a knee replacement and is recovering well. Rest of family doing well. We still try to "support your local sheriff (United)" but it gets harder all the time. I have this sinking feeling in my gut that they, United, are not going to survive. Hope I'm wrong!

Best wishes to all! *Gary & Janice Crittenden*

LARRY L. DARNELL—Vacaville, CA

Dear Cleve: Time flies: 10 years since retirement and 6 years since Agnes passed away. I've started puffing barrels out at our local schools for our yearly Thanksgiving and Christmas food drive.

Vaca Fish food pantry gave 3 days of food to over 7000 people last year and we have more requests this year. However I managed to work in 5 weeks in Italy & Turkey, 4 weeks in Hawaii, and 25 Giants baseball games. I take a break once in a while. I hope everything is well with you and Rose and hope to see you at next years "Boys -Night Out".

Larry

BARRY EDWARD—Sedalia, CO

Well , it's been eleven years since my co-pilot on my last trip yelled "Pull up" , "Pull up" during my last landing in the 10 at LAX. Cheeky little buggar. Just because the ground came up and smote me, some smart ass passenger deplaned saying he'd seen better landings where everybody was killed. I, of course, gave him that famous Teresa Heinz rejoinder--"Shove it." Now the company may be getting back at us retirees by telling us to "shove" our pensions----it's all my fault.

Lots of travel this year, Tuscany in May, Sweden in August and Toronto in September, plus side trips to visit family in California. Can recommend Tuscany highly. Wonderful food and wine. Food that tastes the way it's supposed to taste. Spring is probably the best time of year. We flew to Munich and drove down to Italy through the Brenner Pass--gorgeous. Stopped in Verona to say "Hello" to Juliet, then on to Venice for a day before proceeding to Montepulciano for two weeks, then reversing our tracks back home. Took a little side trip to Porto Ercole to visit a few of Marianne's relatives. We recommend a trip like this.

Health still holding up for both of us with the help of the South Beach Diet--off a lot of medications.

Well me old fruits, that's it from the land of the blue skies. Be careful when you turn around, it may be United sneaking up on you. Cheers, *Barry*

AL GAINNEY—San Jose, CA

Dear Cleve, Things are pretty well status quo in the Gainey household. Of course, with older age come more trips to the doctor, less travel, higher golf handicaps, etc. etc. However considering the alternative, we consider ourselves very fortunate.

You and the rest of the gang do an outstanding job of publishing the *RUPANEWS* as well as taking care of all the other activities of the organization. You deserve all of our thanks and appreciation.

Fraternally, *Al*

JOE GERKEN

Ted,

My birthday message must have fallen through the cracks so here is a brief update.

Mary Ann and I now call Maui home but still spend the summers in southern Ohio.

Friends are welcome either place. We can be reached year round at 808 298 6189 or gerkjam@aol.com. Best, *Joe Gerken*

JOHN H. HANSEN—Madison, CT

Please change my e-mail address to Hanjac3@aol.com in the new member listing.

You probably didn't notice but the Red Sox beat the Yankees and went on to sweep the series. I plan on sobering up by April. 'til then, *Jack*

ROBERT HELFFERICH

Ted, well, the check's in the mail and according to the federal government, I'm officially "elderly" as 65 came upon me on the 14th. Where does the time go! It doesn't seem that long ago that I was a new hire, let alone a cadet. It's been a good year, so far. No health problems; in fact I've lost 20 pounds and am still trying to get it down some more. Since I still keep getting my fix in the Cardinal on a regular basis, I gotta keep the medical. Gail arranged 2 surprise bashes for my 65th for me. One here in Wisconsin and the other after we flew to Pennsylvania for a family wedding. Can't party like I used to, but got to do all the things I like, fly the Cardinal, ride the bike and eat.

Not too much traveling on UAL in the last year. With George in office the rest of the world hates us, so no sense in going overseas on vacation. Maybe that'll change in a couple weeks. Flew the Cardinal to Florida via --- twice last winter and will do it

again this year. Also did several fly/bicycle trips in the midwest and Pennsylvania. Probably won't change that pattern over the next year. I've been repositioning vehicles for several friends over the last few years. It gives me a chance to see many places up close that I've flown over so many times. Anyone needs a car/truck/ single engine airplane repositioned, all it'll cost you is what it costs me.

I've really enjoyed the quarterly RUPA meetings in McHenry. It's nice to see old friends and Cliff Sanderson keeps us pretty well informed on the status at UAL, when he can make it, and via Email on an ongoing basis. As with everyone else, I'm just waiting for the other shoe to fall on the pension plan. Oh, well, it was a great ride while it lasted.

Thanks, to those who keep this publication coming. I'm sure most of us can't even imagine the amount of work involved in getting it out every month. Can't say enough thank youse (after all I AM originally from Pennsylvania).

Anyone passing through southeast Wisconsin, the light's always on in Bristol. I'm in the book or on that little wire at flybikebob@earthlink.net. (How do they get all that stuff through that wire, anyway?)

Best to all, *Bob Helfferich*

THOMAS A. HELMS—Lake Villa, IL

Dear Captain Spring, Enclosed is my check for my dues for one year. As my birthday is the 24th I made it on time at least this one year.

Just as the opinion of one person, I thoroughly enjoy reading the *RUPANEWS* and appreciate the fine efforts of all involved. I would hope that reconsideration be given as to printing the addresses and bases of members. I pass up the wild medical cure articles and member health problems but am keenly interested in the pension and bankruptcy issues.

As a sidelight on March 19, 1970 I, along with the entire EAL-MEC, was present at a meeting in Washington, D.C. with US Secretary of Transportation John Volpe and FAA Administrator Jack Shaffer. Also in attendance was Bill Arsenault and Bill Ewald from the United MEC plus MEC Chairman from DAL, PAA, TWA. Other representatives

from APA, FAA, ALPA with First Vice President Bob Tully as President Ruby was attending an IFALPA meeting on hijacking ironically, ATA and EAL management were there. This meeting was in response to the murder of First Officer Jim Hartley and the wounding in both arms of Captain Bob Wilber in-flight between EWR and BOS on March 17, 1970. The insane attacker wanted Bob to fly east over the Atlantic until they ran out of fuel. The attacker committed suicide while in jail. At the meeting the items presented to Secretary Volpe were #1: Bullet-proofing the flight compartment and cockpit door, #2: Installation of very large one-way mirror in cockpit door, #3: Federal gun permits for flight crew members, #4: increased research and development of better metal and bomb detection devices plus eleven other items. The rest is history but if we would have been successful in implementing these items plus a few others ALPA proposed, in my opinion, September 11, 2001 would and could not have happened.

I, as EAL MEC Vice Chairman at that time, worked very closely with Arsenault and Ewald as our offices were next to each other in Chicago. In my opinion, they were a perfect team as they were the masters of a “Bad cop-Good cop” routine that confounded almost everyone. Those two guys did much for the UAL pilots! We also arranged a novel and very productive meeting of a few days of the EAL and UAL Negotiating Committees in Chicago, which to my knowledge, hadn’t been tried before or since. We also found out that at that time UAL and EAL management were updating and communicating with each other daily so we each got the same mushroom growing treatment.

Many, many people have asked me over the years how it is and was to come over to United from Eastern after 27 years. I tell them it was great! I was always treated with respect and dignity and after a few weeks of initial training and getting out on the line the shock wore off and I realized that we all fly airplanes no matter what uniform you are wearing today. If all airline pilots would just start working together instead of badmouthing each other and airline then they could get over this rough spot in their careers.

Best wishes, *Tom*

BARNEY HIGGINS

While reading the November *RUPANEWS* last evening, I noticed that my dues are late again and that the Smithsonian had not included my name on the WALL OF HONOR LIST. The first problem is being fixed by sending checks today for dues, donuts, and the Foundation. The second problem I dumped on Richard Bouska:-)

It is difficult to believe ten years have passed since my last flight in the DC10. Since then my flying skills have progressed, or regressed, to older and older, and slower and slower aircraft - the last being a Cessna 170B. Hey, don't make fun, at least it has flaps!

Rie decided that she wanted to learn to play golf. It took a year before I understood that what she really meant was that **we** should want to play golf. So now we are regularly out there demoralizing ourselves while trying to smack a little white ball someplace where it won't be lost beneath the leaves. I can't believe that Jim Allen actually enjoyed this game all those years.

It is very sad to see our wonderful airline sink to it's present state. We feel especially sorry for our #3 daughter who is a flight attendant flying out of EWR. We also feel very sorry for our son who is a wide body captain with AAL flying out of JFK. I suppose this movement will not be resolved until the living standards of the rest of the world rise enough and the living standards here sink enough, but it truly is a sad thing to witness.

Thanks for the memories, *Barney Higgins*

STEPHEN K. HOLLAND—Bainbridge Island, WA

PUEMA

Dear Cleve, Three years now since my retirement. I am still working part-time for Alteon (Boeing) as a full flight simulator instructor on the B747-400 and just took my proficiency check on the 777 to start instructing on it.

Sad to see some of our Alteon instructors head for London this week to teach Air India pilots how to fly United 777s.

Thanks for all the good work you do. *Steve*

READ YOUR BODY'S VITAMIN D CLUES

By Jonathan V. Wright, M.D.

You've read a lot about vitamin D in the past few issues. But there's one more aspect of this topic that I want to make sure you know about: how to read the clues your body gives you if you are experiencing outright vitamin D deficiency.

Some—but not all—individuals with vitamin D deficiency develop pain in the bones, technically referred to as osteomalacia. This is fairly easy to detect on your own by pressing your thumb or forefinger into your sternum (the bone in the center of your chest), your shinbone, or your forearm bone. If it feels especially uncomfortable or painful when you press it, it's a good idea to check with a skilled natural medicine physician to determine your actual vitamin D levels and raise them if necessary.

And don't forget that teeth are bones too. If you have sensitive, aching, or "throbbing" teeth, this might also be a sign you need more vitamin D.

Nearly all the research on vitamin D describes "head sweating" as another sure sign of deficiency. Although this symptom occurs more often at night, it can happen any time and is often profuse. In other words, if you have this problem, most likely, you'll know it. Another body clue to vitamin D deficiency is "hurting hair"—pain in the scalp when hair is combed or brushed. These two clues are more likely to occur in small children, but they can appear in adults, too.

How much vitamin D should you take if you notice any of these problems? For children, I recommend that reliable grandmother's remedy, cod liver oil. The average teaspoonful contains 400-500 IU of vitamin D, so give this small amount to the very littlest ones. For ages 3 to 8, 2 teaspoonsful daily is a better amount, and for those 8 and up, 1 tablespoonful daily should do the job. For adults, I also recommend that tablespoonful of cod liver oil daily, with enough additional vitamin D (on days you get no sun exposure) to make a daily total of 4,000 IU.

Strengthening the case for vitamin D

Remember, these amounts of vitamin D are for the best of health—not just to correct outright deficiency. They might be more than the mainstream "recommended daily allowance" (RDA), but there's increasing evidence supporting a higher vitamin D intake. Which means the case for vitamin D, and especially for getting enough sunlight to help your body produce more of its own vitamin D, is getting stronger. In fact, Dr. Michael F. Holick and Mark Jenkins recently published a book titled *The UV Advantage*. Dr. Holick is one of the prominent academic scientists "leading the charge" for re-evaluation of vitamin D—and his new book goes a long way in making his case.

Throughout the book, he warns repeatedly that inadequate vitamin D levels, caused by an irrational fear of sunlight, is causing tens of thousands of Americans to die preventable deaths every year.

For example, Dr. Holick cites epidemiological studies showing that about 27,500 American women die prematurely every year from breast cancer caused by vitamin D deficiency. In contrast, about 500 women die every year from non-melanoma skin cancer—the kind supposedly "caused" by overexposure to sunlight. Based on those statistics, he calculates that 55 American women die prematurely every year from breast cancer caused by underexposure to sunlight for every one woman who dies prematurely from overexposure to sunlight. **The statistics on prostate cancer and vitamin D deficiency are even worse.** (emphasis Ed.)

And similar studies show you are three times less likely to die of colon cancer if you have healthy levels of 25-hydroxy-vitamin D (20 ng/ml or more).

Enough said: Read this book! And for continuously updated vitamin D information, visit the Vitamin D Council website at www.cholecalciferol-council.com.

The bottom line in all this vitamin D coverage is that no matter how much the media or mainstream medical world might downplay it, you do need this essential nutrient—probably much more of it than you're currently getting. Knowing is half the battle: The other half—giving your body what it needs—is up to you.

NUTRITION & HEALING Vol. 11, Issue 5 * May 2004

CLYDE HOUSE

Ted, Here I am a day late and several dollars short but it has been a good year. Marie and I did not make our usual trip to Greece and instead went to our condo in Maui and did a lot of upgrading getting it ready for next year's rentals. We have had several international visitors so staying home was a plus for us. Looks like I have convinced Marie to retire sometime in the near future so traveling next year should be better. Hope this finds you well and not too overworked!!! Check to Cleve. Regards
Clyde

PHIL JACH—Hudson, OH

Dear Ted, We are coming up on the end of our third year of retirement and life is still good for us. Like everyone else we are still waiting for the other shoe to drop with the pension issues.

This last year was uneventful but fun. We have been working on the house to catch up on many overdue upgrades. We always enjoy the company of our two grand daughters. I have been volunteering for events and charities around Hudson. The golf game doesn't seem to get any better but it is always fun to get out and try. And our traveling has been cut back to just visiting family in Florida and Washington.

Keep up the good work! The *RUPANEWS* is always a welcome sight in the mailbox.

Best Wishes, *Phil & Linda*

SUNEE JINES—San Mateo, CA

Hi! For about 10 years, I've belonged to and traveled with a group called TAT (Traveling Alone Together). It is a 400 member airline employee only group headed by Phyllis Mitchell; (spouse of a retired AA pilot who does not like to travel).

Phyllis sends us four newsletters a year with several trips, both nationally and internationally. If the spouse doesn't want to travel, she will try to find a roomie for you, though she prefers you arrange for your own. Since we also meet locally once a month for lunch, sharing travel ideas and fun memories, it works out well. We mostly go stand-by and understand the uncertainty of that. About twenty of us just returned from a fifteen day trip: Eastern Europe

to the Black Sea—Bucharest to Budapest on the River Danube. Let's travel while we can! *Sunee Jines*
(Spouse of Milt Jines)

For information: Contact Sunee or send a stamped self addressed envelope(60¢) to: Phyllis Mitchell; 1515 Hidden Springs Drive, Corona CA 92881—Ed.

GEORGE KANE— Tequesta, FL

Dear Cleve, Sorry this is about a month late, but the Florida hurricanes kept us at our place up north until last week. No damage to our abode but a lot of trees down on our golf course.

Just returned from a trip to Normandy, and as usual, the United folks were terrific.

Our thanks to all involved with RUPA and a "chins-up" to all of those employees working hard and sacrificing to get United back on its' feet.

George

CHARLES KREKORIAN—Mill Valley, CA

Hi Cleve, Sorry about this old fashioned way of corresponding, but it sure shortens the length of my letters.

Not much new here with Dagne and me, but again we did journey to the orient. Made Northern Thailand and on to Laos for ten days. Saw the length of the Mekong River and local villages. Great trip! This is a very poor country and cheap. Over run with young back packers. (Drugs are cheap too!)

Missed my birth date a/c trip through Indiana this past week. Used passes with some difficulty, but my seniority paid off. The flights are full on "TED", and people show up. No shows are a thing of the past. Everybody upbeat.

Keep up the good work. It's greatly appreciated!
Respectfully, *Chuck*

DENNIS LEAHY—Mesa, AZ

Hi Everyone, Well, it is that time of year again. Birthdays are not something we need to count, but we sure need to count on them.

We are planning a class of 7/24/67 reunion in Mesa, AZ on April 11,12 & 13, 2005. We need assistance in locating the following members, Rod

Dry, Al Wycoff, Jim Underwood, Henry Micheliht, Pem Dunn, Dan Schumacher, and Bud Nylan. If anyone knows how to contact them, Please E mail me at dennisleahy@cox.net.

Sad to say we lost a very good friend, and RUPA member Dave Maxwell last August 11th, in a motorcycle accident. He will be missed by many.

Spent our summer again, being camp ground hosts and had a great summer. Next year we will be spending the summer building a garage in Afton, WY where we will be spending the summer avoiding the heat in Arizona.

Have a good year, *Dennis*

JAMES D. MARSHALL—Point Roberts, WA

Dear Cleve, First of all, thanks to everyone that makes the *NEWS* possible. I thoroughly enjoy reading each issue.

Not much new. Shivé and I made an 8 western state, 5,000 mile tour in October. I love going down the road.

Haven't missed the flying, but do miss the people. Checks in the mail.

Sincerely, *Jim & Shivé*

BUTCH MARTIN—Port Charlotte, FL

Once again my birthday has come and gone and I am just now getting the check in the mail. There is an old Chinese curse; "May you have an interesting life". Well it has been an "interesting" year. Last year at this time I passed on to everyone that my wife's 2 year battle with cancer was giving every indication of being successful. That was at the end of August, 2003. On November 8, 2003 my partner in life lost her battle with that insidious disease.

Even though there have been times that I have felt saddled with raising my twin grandkids, it has become apparent that were it not for those 5 year old boys I would be alone with just my memories. Now we are making new memories as a family. Life goes on.

We have made the move from Oregon to Port Charlotte (name ring a bell?), Florida just in time to experience 4 hurricanes. We are in the process of building a new home in an area known as South

Gulf Cove which should be finished about the middle of January 2005 and in preparation for the loss of some or my entire pension, I have attended several schools, taken several tests and am now a licensed real estate agent in the state of Florida.

Although retirement certainly is not what was planned, my health is good and the future is bright so the boys and I will do our best to enjoy many years together. If you are in the area, look us up 941-697-3120.

My thanks to all of you who work so hard to publish the *RUPANEWS*.

With best regards to you all, *Butch*

LEN MARTIN—Fair Oaks Ranch, TX (SAT)

At the risk of taking up more than my share of press space I would like to pass along some money saving tips from a recent trip to Australia and New Zealand.

I was initially denied boarding when they tried to activate my electronic visa. Their records showed that I was already in Australia. Apparently they had not cleared me out the last time I departed SYD in early '93.

The planes were packed on the way over (SAT-SYD) and reasonably full on the way back. If you are going to rent a car in Australia I suggest you pick it up at another location instead of the airport. You will save a bundle. Public transport to/from the airport in SYD and MEL was a snap as was getting around the cities. If you plan to use a cell phone check with your provider to see if they can reprogram it for your use wherever you are going. International phone cards are cheap compared to hotels and calling from a pay phone with a phone card. Calling to a cell phone in country is expensive, about AU\$3.00/minute. I was surprised to see in the SYD food court a Starbucks, Krispy Kreme and the ubiquitous McDonalds. If you will admit to being a senior the coffee at McDonalds is free in both Australia and New Zealand. Golf is reasonable in Australia and cheap in NZ. If you are going to play some golf in NZ it will pay to buy a NZ Golf Book. It will give you a discount at most golf courses. If you are going to play a lot of golf it would pay to get a club membership at Palmerston North or some other club (NZ\$200) and get a 50% discount on your green fees at 98% of the courses in NZ.

New Zealand is my favorite place to play golf for at least three reasons. It is cheap NZ\$5-25 a round. It is scenic. And you do not have to worry about snakes if you have to chase your ball into the bush (rough). Of course most of you don't have that worry since you always hit it down the middle of the fairway. So much wine, so many golf courses, so little time.

On another note while I admire Ray Lahr's persistent fight with the bureaucracy I find the "missile theory" seriously flawed. To my knowledge I have not heard anyone surmise what kind of missile it could have been. Assuming TWA800 was approximately 13,000 ft. It was out of range of any shoulder fired weapon. It was marginally in range for a land based Sidewinder type missile. Anything larger (Hawk Patriot) would have had enough logistics not to go unnoticed on the ground. An accidental or purposeful military source would have been very difficult to conceal very long. Example, the prison abuse in Iraq. My expert adviser was my son, an Army AAA Officer and employee of a missile defense contractor for several years. One caveat, I told a TV interviewer shortly after the Souix City accident that it was virtually impossible for a DC-10 to lose all three hydraulic systems at one time. *Len Martin*

JIM MEADOWS—Indianola, IA

Dear Cleve, Just noticed that my renewal date is past. I'm enclosing payment for two years. That way I'll be past due only every other year!

I'm still in the earthmoving construction business. I'm in good health and it's great to be an American – praise the Lord!

I appreciate all the work that you and everyone at RUPA are doing. *Jim*

PAUL A. MILLER—Mechanicsburg, PA

It seems like I must have had another birthday anniversary because I recently received 30 birthday cards and a few had a big 85 on them. That means that it has been 25 years since FAA Administrator Langhorne Bond, to the surprise of all, came aboard at the last minute to ride the observer seat for my last takeoff out of Washington Dulles. He said he knew it was my last trip. We had to reverse

the normal procedure and notify dispatch by radio that he was aboard. He may have been on a business trip; I do not know. Anyway, he made the effort to be with us and I still feel very honored by his presence on my last trip.

My greatest disappointment this last year was not being able to attend the Capitol Airlines Association last picnic. Pneumonia had taken the "starch" out of me for a few months.

Thanks for the *RUPANEWS* *Paul*

BARRIE & SHARON NELSON

Hi Cleve and stuffers. The check is in the mail. Coming up on 8 years now and all is well. Still soaring and skiing. We did have some sad news though. Our friend Allan Pratt was killed in a crash of his new 'Carat' motor glider on Oct. 23rd. No details of the accident yet but the wings suffered a catastrophic structural failure and landed 1/2 mile from the fuselage. The NTSB will investigate on Nov 19th. Allan will be missed by all of his friends.

Best regards, *Barrie & Sharon Nelson.*

ROGER J. NEILL

Hi Ted, Ten years of retirement behind us and Dorothy and I continue to enjoy life to the fullest. We have been blessed with good health, many great friends, and a wonderful family. We had a family get-together in Estes Park, CO in August. On the way home, we stopped at Jackson, WY where I took a tandem paraglide flight off Rendezvous Mt., (Jackson Hole Ski Area) It was a beautiful morning and the flight was a real thrill. My instructor/pilot said they had had several people in their high eighties and even nineties taking a flight so it's never too late to give it a try! I continue to serve as a Docent at the Museum of Flight along with several other RUPA types from the Seattle area. It's a great opportunity to meet people from all over the world and to talk up airplanes and aviation. We will have had the Concorde a year this month and since Jan 1, almost 300,000 visitors have gone through it.

Meantime, We, like everyone else, wait for the other shoe to fall. Thanks to all of you. Cheers, *Rog*

MEMANTINE FOUND EFFECTIVE AGAINST ALZHEIMER'S

The journal *Clinical Drug Investigation* recently reported that memantine is a cost-effective treatment for Alzheimer's disease.

In July 2001, *Life Extension* reported that German doctors were using memantine successfully to treat Alzheimer's patients, and expressed frustration with the FDA's slowness in approving the medication.¹ In October 2003, the FDA finally approved memantine for the treatment of moderate to severe Alzheimer's disease. Memantine is marketed in the US by Forest Laboratories under the trade name Namenda™.

Memantine is an N-methyl-D-aspartate (NMDA) receptor antagonist that is neuroprotective by blocking glutamate, which can cause overstimulation of the nerves and become toxic to the nervous system. Memantine may benefit individuals with Alzheimer's disease by improving cognition and overall functioning.

According to the *Clinical Drug Investigation* study, the costs of treating patients with moderate to severe Alzheimer's disease with memantine are more than offset by the overall savings in patient care.² A mathematical simulation estimated the cost implications of using memantine relative to no drug therapy over the course of five years in Alzheimer's patients in Finland.

As expected, the initial cost of memantine therapy was greater than that of no therapy. As the study progressed, however, treatment with memantine reduced the costs of patient care by helping patients remain at home longer, thus delaying their need for care at a hospital or nursing home. Memantine therapy was associated with approximately four extra months of independence, one additional month of residence in the community, and a cost reduction over placebo of \$2,050 per patient over five years (based on 2001 costs).

Alzheimer's is the leading cause of dementia in the elderly, affecting 4 million Americans.

—Elizabeth Wagner, ND

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November 2004 LIFE EXTENSION

THE FUSCO BROTHERS J.C. Duffy



RICHARD NEWMAN

My wife and I are going on a Caribbean cruise over the holidays. We need to go from Tampa to Norfolk on December 22 and back on Jan 2. A pass for UAL (even with Ted) is out of the question. So I have gone the worst way. I will pay retail. This trip with UAL is \$650 rt. US Air if \$600, and Southwest is \$368. Nuff said.

I am expecting that the mayor of North Overshu, Montana to descend upon congress in March screaming "I can't make my city grow without a hub and spoke" So there should be some political relief for UAL soon. I would like to think that it will come before our pensions go. Any thoughts?

On a personal note, had my other hip replaced and am now in rehab. Golf is as bad as ever. Wife beats me sometimes. Terrible to be married to a younger wife who is also good at golf.

Still travel to Holland regularly, (Marijkes home). Wish all the best!!! *Dick*

BOB RAAB

Ted, Just like most of my check-ins, this check is in late. Wow, it's been ten years since I walked out of flight ops for the last time and this is my first letter.

Lily and I, we've been together 5 years now, just returned from our 2nd cross-country RV adventure. During all of those years of looking down, seeing so many interesting places that I wanted to see up close and personal, I finally decided to just do it. In April 2003 I purchased an Airstream Travel trailer, you know one of those aluminum cans on wheels that have been around since the late 40s, and an Escalade to pull it. This has provided one of the more enjoyable experiences of my life with more to come.

Lily and I have spent 11 months on the road, traveled 21,000 miles, and explored 36 states. This country is amazing. The first year we traveled from L.A. up the West Coast almost to Canada, and then picked up U.S. 2, paralleling the Canadian border, to Michigan. From there it was N.C. for a Marine Corps reunion after which we slowly meandered westward across the southern U.S. to home.

The Upper Peninsula of Michigan, the UP to the locals, is a land unto itself, one quarter of the state's

landmass and 3% of the population. The beaches on Lake Michigan's north shore rival anything in California and its fresh water. Thirty miles north you find the southern shoreline of Lake Superior. I plan on spending a month there next year.

One of the more interesting cities I visited is Oklahoma City. The National Memorial at the sight of the Murrah Federal Building will bring tears for the victims and the heroes. The indoor exhibit is a time line starting at about 6AM and takes you minute by minute, day by day, through that tragedy. The grounds are spiritual, even to the loan tree that survived the blast.

The Cowboy and Western Heritage Museum is a must. If you spent the Saturday mornings, into the afternoon, of your youth with the Roy Rogers, you will especially enjoy the exhibit on Cowboy films. Near the airport you will find the head quarters of the "99s" with it's museum dedicated to women in aviation. Did you know the first airline with an all female crew was Air India! The airline exhibit is moderate in size, and I remember only one picture dealing with United Airlines. Perhaps someone should remedy that.

Lily isn't much interested in non-natural points of interest, so during our mutually agreed alone time I toured the Pro-football Hall of Fame in Canton, the Rock and Roll Museum in Cleveland, the Cyclo-rama in Atlanta, Graceland (I became an Elvis fan, there was so much more to that man than his music), Alvin York's home and grave sight (most decorated veteran from WW I), Mammoth Caves, Gene Autry's Museum in Gene Autry, OK and numerous other museums and POIs.

You could spend a lifetime exploring the natural wonders of this country. The "Grand Circle" of the Colorado Plateau offers never-ending amazement's. Included in that area are Zion, Bryce, Coral Reef N.P., Canyon Lands, Monument Valley, Moab, Four Corners, and the Grand Canyon.

No picture or film prepares you for the first time you walk up to the rim of the Grand Canyon. The rim trail offers a total change of view every 100'. Monument Valley is a spiritual place. I was told that its even more so in the winter. All of those Saturdays watching Gene Autry, Roy Rogers, Red Ryder, and John Wayne ride through Monument Valley, well, it was almost like going home.

So far, for me, the two most awesome natural wonders are Zion and Carlsbad. I had planned 4 days at Zion and stayed 2 weeks. I plan on returning in January. I was lucky in being at Carlsbad Caverns at the end of the season. It was uncrowded, quiet, and beyond adequate description. If you have seen Mammoth Cave and were awed by that, think of that awe times 10.

If you take kids with you and your time is limited, concentrate on Zion and Bryce. You can hike the Grand Canyon, but it's a three-day trek down, across, and up. At Zion and Bryce you will find 20 minute to 5-hour hikes. At Bryce most trails are loops so you never back track. However, for sheer thrills and grandeur you can't beat Zion. The last ½ mile of the hike to Angels Landing is a ridge trail about 3' wide with a 1200' drop on each side. A "hang on for dear life" chain is provided for the faint of heart. If you have height issues, enjoy the view prior to the last half-mile and wait for the rest of your party to return. National Park campground hosts told me that in 2004, 75% of the visitors were from Europe. We are outnumbered 3 to 1 in our own National Parks.

I encourage everyone I know to get an RV and just do it. If you don't want to buy, or just want to test the waters, there are several rental companies who offer new Class Cs, at cheap rates. Well, maybe not cheap in pilot think, but less then you would expect. CruiseAmerica and El Monte are two of the larger outlets. I told one dealer he could break into the pilot market if he'd just offer a rebate for providing free newspaper each day.

RVers say it isn't about the destination, it all about the journey. Its better if there is no schedule and no hard itinerary. The advantages of RVing are sleeping in your own bed, having your own stuff, eating in or out as you choose, stopping when you feel like it, and there are thousands of campgrounds of all types offering a wide variety of surroundings. I always wanted a house on a lake. So far I've enjoyed lake front property 21 times. I even bought a 10' folding boat that rides on top of the car and with a 5HP Honda four-stroke the fishing is great. While camping in the northern most part of Wisconsin, a guy loaned me his kayak, again giving Lily and I some time apart, and I spent the day in the Apostle Islands of Lake Superior.

Lily and I are spending Thanksgiving in the mountains of California above Palm Springs. It's Lily's favorite place. There are four kids of squirrels for her to chase, and for a West Highland Terrier that's close to Heaven. Lily is a dear little soul and I couldn't ask for a better traveling companion. Think John Steinbeck's "Travels with Charley".

If anyone would like RV information or advice I'd be happy to hear from them at usmcf4driver@earthlink.net. And Ted, thanks to you and all of those who keep RUPA together and functioning. Thanks also to those who organized and administer the URPBPA. The hours and efforts you devote are appreciated by all of us.

Bob Raab

NEAL RIDENOUR—Downers Grove, Illinois

Hi Ted, Thanks for taking over as editor. I really look forward to the newsletter each month. I am still living on the Brookeridge air strip in Downers Grove. I have sad news to report this year. Gerry, my wife for over 54 years, passed away Sept. 12. She had cancer of the small bowel, which is very rare, and had been treating for it for over two years at the University of Chicago Hospital. I really miss her but maybe things will be better next year. *Neal*

ED RIEHL—Boulder, CO

This has been a healthier year than could have been reasonably expected after last years diagnosis and prognosis regarding my degenerating spine. Am able to do most chores other than those requiring bending and digging--so have had to give up my vegetable garden. Ruth seems to have fully recovered from her knee implants and is far more active than she has been in several years.

On our way south last November we detoured via Lorton, VA for Thanksgiving with daughter Jean, and family, and I was fortunate in being provided with a personal tour of the new Udvar-Hazy Center the day after Thanksgiving (17 days before the facility opened to the public), and even snapped some photos of the Shuttle Enterprise (which is only now being made available for public viewing). In going through the list of names for the RUPA WALL OF HONOR in our latest issue of the *RUPANEWS*, it seems a shame that so many of the real pioneers

of our airline, and those who organized RUPA are not listed. Yes, I know, for a hundred bucks each I could have their names added... Perhaps if we each put another hundred in a pot, a bit of research could rectify this oversight.

I accompanied brother, Marvin, at a reunion of the 7th Bomb Group in SLC in June. (The changes in SLC since the days of my many UAL layovers in that city were most intriguing). We were both in the 88th Recon Sq there in 1941--until a tonsillectomy cost me eight months of hospitalization. Meanwhile they shipped out and were headed for the Philippines when Pearl Harbor was bombed. A few months after my release from Fitzsimmons General Hospital, I entered Aviation Cadet training and flying career.

September took Ruth and me to St. Louis for the reunion of the 38th Bomb Group with which I served in the Southwest Pacific in 1944. The ranks are dwindling, and there was only one other pilot there with whom I served on that tour. (A few others attended who joined the group after I rotated, and with whom I have become acquainted during past reunions).

A week from now we expect to be on our way south (via Lorton again--our daughter prepares a fantastic Thanksgiving feast), to see what is left of the Florida we departed in late April. Word from our caretaker is that our humble abode came through unscathed (that is hard to believe considering the destruction in the surrounding area).

Our sincere thanks to all of you who keep us informed through the *RUPANEWS*. Merry Christmas to all, and may 2005 bring some good news regarding our beloved airline. *Ed*

BILL SALISBURY

Dear Ted,

My dues check will be coming under separate cover.

Another exciting year has past. Gayle and I are both in good health and enjoying our lives at our little house on the lake. We have managed to avoid any damage due to the hurricanes, which, by the time they reached us, they had mostly dissipated.

We traveled to Germany in May to visit our son and his family who were there while our son was

stationed there on active duty. We were able to be tourists for a short time and really enjoyed seeing the countryside plus some of the old haunts that I used to know so well.

I am still flying the Lockheed C-60 for the CAF and as long as it continues to be enjoyable and as long as my health holds up, I will continue to do so. I am due to get my type rating is a Grumman S-2 Tracker within the next few weeks, so will be flying both of those on the airshow circuit. The Cessna 195 is still with us and still a joy, if an expensive luxury. Can't take it with us, so might as well enjoy it while we can.

I just learned today that we are going to be grandparents again with #7 on the way. That is exciting!

Thanks for all the good work by the RUPA Team! You are putting out a fine publication and I look forward to receiving it each month.

Best regards, *Bill*



PS. Am attaching a photo if you think you might have any use for it.

BERNIE SCHWARTZMAN

Yes, Cleve, the check is in the mail on time if not early. Wow! 2004, what a year! Will United ever emerge from bankruptcy? It hasn't slowed us down yet.

Bonnie and I started off the year with a relaxing vacation at the Marriott resort on Kauai. January is nicer with temperatures in the 70s and 80s.

March rolled around and we drove to Daytona to visit with and celebrate Bonnie's dad's 87th birthday. Warm weather again.

We were hardly home in May as we returned to Daytona Beach for Bonnie's high school reunion, then turned around and spent a week in Williamsburg at our time share. I got in a few rounds of golf on a great golf course, Ford's Colony. We also visited battlefields of Richmond and Petersburg.

No sooner had the calendar turned to June we were off to visit Bonnie's sister in Ireland. My nephew, Evan, was performing in the chorus of the opera 'Rigiletto'.

September is salmon fishing time. I joined E. K. Williams and Jim Foster along with others for the annual trek to Yakutat and the Glacier Bear Lodge. The fishing was good as usual.

October rounded out our travels as we joined with some friends and neighbors for a twelve day trip to Germany and Austria. The food, the beer and wine, and the sights were all marvelous. We even, after a run of cloudy foggy days, got to see the Alps.

Enough traveling for one year, but wait till next year. We are back to Kauai and who knows where after that. UAL may dampen our traveling resources but it won't end our desire to enjoy our retirement.

Bernie Schwartzman

JACQUE SEXTON—Redwood City, CA

Dear Cleve and all, This Oct. 20, '04 is my 81st BD and on the 26th is 5 months now since my dear wife, best friend and confidant decided to give up on her long and valiant fight for life, trying to beat the onslaught of ALS. Anyone who would like to know what I learned about one of the worst diseases I ever encountered please contact me and I will be glad to give you my story of the preliminaries or precursors, the long period of diagnoses, and what follows. It is not pleasant. One thing I do know is that good stem cell research is the closest and fastest way to get relief. To have this research brought into the political debate for the purpose of defeating the research is criminal, since it stops the research. That, of course, is only one negative of this Administration. Guess the URBPBA group is doing all they can for us at this late time frame.

Wished I had something positive to contribute to the group, but when you feel so down on the Democrats, the Republicans, the MGMT of UAL, the ALPA's many wisdoms over the years, the loss of so many good souls going West now-a-days, it is difficult to have an upbeat feeling. Jock is now gone and many others. I need some entertainment. Jazz up this platform guys. Hope to see you all at the SFO Christmas Dinner in December. Check is in the mail.

I will end this sad report on a more positive thought. QUOTE: Even if I should lapse into a persistent vegetative state without having drawn up a living will, DO NOT RESUSCITATE. Even if a mob of Bible-thumpers gather on the hospital steps to demonstrate against my right-to die, DO NOT RESUSCITATE. Even if religious reactionaries launch a crusade that attempts torpedoing Oregon's Death With Dignity Act, DO NOT RESUSCITATE. Even if the Mailbag is awash in letters from fundamentalist fanatics defending the right of some chimerical deity to inflict cruelty and suffering, DO NOT RESUSCITATE. Even if hell freezes over, DO NOT RESUSCITATE. *Jacque*

WILLIE SHARP—Pleasanton, CA

Greetings Cleve and fellow RUPArians.... I sent the check first and now the update.

Times flies when you think you're having fun. Storm clouds gather and surround the pensions and yet anyone who knows me knows I find it difficult to worry. Zen states: "Why worry if you can't alter the event?" Life goes on and accelerates.

We have our first grandchild... a boy, born in July. Cuter than a button and growing rapidly. I'm enjoying robust health and have trouble working in all the commitments I've made. Our last daughter is engaged to be married next year so the atmosphere around here is "electric".

I continue tutoring ESL and Adult Literacy and have now added Italian to my repertoire. Having a community college near is fabulous.

I wish everyone health and happiness. Thanks to all the hard-working folders and stuffers. Keep the nose up in the turns. *Willie*



HANK SHELDON—Carol Stream, IL

Dear Cleve, Hell has frozen over. It's ten days before due date and the check is in the mail. Just about to start year five of the best job I've ever had, and, like everyone else, I'm waiting for UAL to finalize the inevitable. It will almost be a relief when it's over and done. I'm turning 65 on this birthday so I'm feeling my way through the Medicare jungle and learning about all the discounts that I'll be eligible for.

Leaving today for a week in France, and then I'll return and get the ski equipment ready for another season. Life is good.

Thanks to you and Ted and the others for the great job of keeping us informed. *Hank*

BERNALD S. "BS" SMITH—Fremont, CA

Ted, thank you for your great effort getting out the *RUPANEWS*, and thanks to all the rest of you RUPA folks for your continuing support of our organization. A very special thanks to you, Doug for all the good information you continue to supply us re what is looking ever more likely, the upcoming cancellation of UAL support of our A Plan, resulting in its transfer to PBGC.

I believe this is the earliest I've ever responded with a note and payment, the latter of which is being put in the mail today to you, Cleve. It's not that I don't have anything else to do! But, looking at the 'cut-off' date, I pushed myself to respond right after receiving the November issue yesterday, thinking this might even be timely enough for my birth month issue, December.

Meetings, meetings, meetings, but not as much as usual because I took time out during summer for family stuff. We got to visit with all 17 of us together, including the missionaries from Nigeria. We even had grandchildren stay with us for extended periods of time, including going to summer session at our local Junior College, as well as the daughter missionary for lots of the summer. Others stayed for shorter periods. As big as our house is, we had the living room floor covered with sleeping bags each night when everyone was here. Great!

With the youngest grandchild at age 14 now, and the oldest at age 24, it makes for very interesting discussions with their now middle-aged parents and us two oldsters. People are wonderful, and relatives more so, but children and grandchildren are the best.

Travel is getting increasingly difficult with the cancellations UAL has made, for good reason of course to keep load factors up. A couple of trips to Lausanne, Switzerland and one each to Lisbon, Portugal and Madrid, Spain were the sum total of my international meetings I attended this year. Coupled with lots of time in DC and other domestic places like RNO, SAN, DEN, ATL, LGB, PHL and DAY as well as a bunch of off-line places, I managed to keep myself a moving target.

Right now I'm in the middle of making arrangements for a December RTCA meeting in SJC where we'll be discussing airport, obstruction and terrain databases, the forerunner to FAA rulemaking on that stuff. The meeting will be in Jeppesen's SJC office and include a visit taking people thru the tower simulator at NASA Ames, Moffet Field. That's a blast because it's so realistic. Additionally, we will meet jointly one day with ARINC to discuss the newly approved ARINC committee for the standardization of airport mapping format and content aboard the airplane.

Working with such folks, like one from Russia, with one of whom I had a private meeting to explain the ADS-B system being developed, as well as many of the other countries you might think would be involved in aviation considerations, and ICAO and FAA, is very satisfying for an old guy, who represents sporting aviation, especially when I even get to help write a NOTAM!

May the holidays bring you cheer and the New Year good fortune. "BS"

DONALD J. SOBEY—Oro Valley, AZ

Dear Cleve, Sorry about being a little late with the check, but I think that my on time percentage is still better than most airlines.

Anyway, all is still well here in the desert paradise of Tucson.

Not too much travel this year as the hassle is off-putting to say the least. It was better when I had a guaranteed seat up front and departure time was when I got there.

Sorry to see that ALPA jumped into the political fray the way they did and hope that it does not come back to bite them on their collective posteriors.

Best wishes to all who remember the "good ol' days". When I think that these might be the "good ol' days" to the guys flying the line now, I shudder.

Don PUEMA

ANDY STEIN—Keene, NH

Cleve—Greetings again. This is my second letter this year. I certainly don't want to be a regular contributor, sotto voce, incognito and sub rosa being my normal modus operandi (what he say?), but I have this idea I want to run up the flag pole to see if anyone salutes.

I submit this for publication to open a debate on the fate of our pension. Read it with an open mind remembering that anything is possible among "yes, why not?" people and nothing is possible among "no, why should we?" people. I had been told in order to receive a lump sum upon retirement I had to go early; that was the rule, that is the rule, it will always be the rule. Of course, 6 months after I retired, the rule was changed!

The money in the fund is ours; it is, in effect, deferred compensation including the non-qualified portion (which is only an IRS perversion, which was foreseeable, that has jumped up to bite us). The objective here is to keep the 6.8 billion out of the maw of the lawyers and PBGC. I propose a lump sum distribution to each of the participants to terminate the fund with cash in our hands as American does. The calculations are rather simple (but lead to certain anomalies): What sum is necessary at X.X% earnings per year (the only variable, say 5.0%) to pay you what you are receiving per month for your actuarial life expectancy? One of the anomalies is that a new retiree would be due a large lump sum and an old retiree, living past his actuarial age, would be due nothing. Obviously certain adjustments would have to be made -- perhaps by age brackets rather than individuals. Those yet to retire would have calculations based on what they have contributed so far.

Ask yourself what amount would induce you to waive further participation in the pension.

As an example: suppose you're receiving \$5,000 per month combined total qualified and non-qualified (checks 1 and 2). Suppose, actuarially you have 19 years to live (retired at 60, estimated to live to 79). What lump sum from the "A" plan would you settle for (at age 60) to waive all further rights under the plan? The answer is \$750,000. That's because \$750,000 invested at 5% per year would allow you to draw \$5,000 per month for 236 months (19 years 8 months) before being depleted.

A simple calculation of the 6.8 billion divided by total participants still produces an attractive amount. Remember that money is yours and, if not spent, would become part of your estate.

Well, all of you out there get the idea. I don't want to go on if there is a fatal flaw (the law, ALPA negotiations, etc., are not bars -- anything can be changed) which someone may point out. Doug Wilsman, since you have nothing else to do (joke -- the whole membership hangs on your every word), I seek your expertise and comment.

Thanks, Cleve. And I hope this stirs up a hornets nest. Best regards as ever, *Andy*

S W (BILL) STOKES

Hi Ted, Thanks for the response. You are right, it is easy to do Email "forwards", I just did it wrong. Here is something like I wanted to say:

It is some 18 years since I enjoyed working 'up front' for UA. I have good memories of those times. My (uniform cap?) is off to you, Ted, for taking on the job of wrangling the disparate views of your constituency. What I see is a good job being done. [*Thanks, Bill-Ed.*]

Martha and I haven't been traveling much by air. But we do use her alma mater, Delta, more because it is Sky West which serves Idaho Falls, Idaho. So Salt Lake is our hub to everywhere.

Some of us retirees discuss our infirmities. When I have aches and pains I only have to read of colleagues or their family members who have real medical problems to get me to calm down and say a bit of thanks for our good health and my current 2nd Class. And when I read the Flown West pages, it is even more humbling especially when one considers what one has or maybe could have learned from those who were our workmates.

I am refurbishing my '33 Ford two-door sedan. It still has that green UA parking sticker from my 30 year SFO era on its windshield. Also, I am attempting a book of my family life, career, music, and etc included. I find that much time is spent on research to find facts not always in evidence after older family members have passed on.

Sometimes I am asked whether I still play the violin. Idaho Falls has a symphony but I haven't applied. For a recent family funeral, however, I practiced up and managed to play something for the service. Speaking of funerals, Martha and I just returned from attending Madeline Jones' service in Melba Idaho. That's Bill Jones lovely wife of many years. Lots of friends from the Boise Gems and other airport types assembled at a small Catholic church on the sunny slopes of SE Idaho to offer Bill our love and support. As do all our colleagues in these columns, I thank you and all the guys (er, persons) who keep us going as RUPA.

Sincerely, *Bill*

BILL STOOKEY—Hayden Lake, ID

PUEMA

Hi Ted,

I just passed 81 and I guess I'd better get this off before I get a Stookey Letter. This is my first opportunity to correspond with you and thank you for taking on the job after Jock. I much appreciate all the areas of information in the *RUPANEWS* especially in regard to the retiree pension areas which is, of course, of much concern.

Since I donated my Bamboo Bomber to the Collings Foundation I no longer have an airplane to fly. The only flying I do now is riding pass on United and going through security almost discourages that.

Lois and I are healthy and doing well and outside of traveling to visit family, we like to cruise somewhere.

Just glad to get up in the mornings and not see my name in the paper! Thanks again Ted. Check to Cleve. Warmest regards to everyone, *Bill*

Thanks Bill. Glad to hear you're doing well. By the way, was your letter written on a computer? —Ed.

JIM STRONG—Cupertino, CA

Dear Cleve, I retired on the guppy eight years ago because it was the last of the fun flying around and the people were all great. That decision looks even better now, with the PBGC breathing down our necks.

It's been over two years since my brain hemorrhage. Two follow-up MRI's have shown no traces of it and I'm feeling great.

Dorothy had extensive surgery last year for severe spinal stenosis. She went from being 5' 8" tall to 5' 6" and lists a little to the starboard, but is finally off of painkillers.

Visited our daughter and son-in-law on Whidbey Island last month. We spent a beautiful day at Crater Lake on our return drive, seeing it from the ground for the first time. I remember the numerous times we'd take off from Medford and do a 180 around the lake before continuing North. Good times and the people loved it.

We'll be spending Thanksgiving on Kauai this year. Bought two 80% positive space tickets on UAL for over two grand. Trying to do our part.

Our best to all in the United family during these troubling times. *Jim & Dorothy*

BILL TAYLOR—Loudon, TN 37774

Dear Ted,

Kudos to you for the fine work you're doing as Editor. *RUPANEWS* is always a welcomed arrival in the mail.

Obviously I flunked Economics 101 in school. Either that or airline economics was an entirely different curriculum, which I didn't take. How else does one explain cutting the price of your product when costs are ever escalating? Even though employees have taken huge hits (pilots alone have given back nearly 40%), airlines are still losing money. When the price of steel (nowadays plastic) goes up, does Detroit lower the price of their new cars? Maybe it's the old airline saw, "We lose money on every seat, but we'll make it up in volume."

We took a driving trip through Florida's west coast, and Pensacola, in October. Although it's been six weeks since IVAN smashed through Pensacola Beach and environs, there is still much evidence of widespread destruction. Pensacola is now a "blue roof" city as virtually every roof has a blue FEMA tarp on it, covering structural damage or water infiltration. The National Museum of Naval Aviation, aboard NAS, suffered surprisingly little damage. Exhibits inside were untouched, but aircraft on static display outside were hard hit. Many will have to be totally restored. Do you know the F-14 on a pedestal outside the main entrance? Grumman's "Iron Works" lived up to its name again, as the Tomcat "flew" through the storm's fury, unscathed.

Terry and I are in good health, though I had cataract surgery in November. We remain busy in numerous community activities. We had the opportunity to fly Independence Air out of TYS a few times. They offer good, low-cost service, nibbling

away at Delta's share. On son, Chris, is an RJ captain with Independence Air, and is in line for an airbus slot next year.

The check is in the mail to Cleve. Best wishes to all for a happy, healthy holiday season. Look out 2005, here we come! *Bill*

PATRICK WALKER—Minden, NV

Hey Ted;

All is well here in Minden, Nevada. I am about to begin my third year of retirement. Boy do we have a lot to look forward to w.r.t. UAL's BK predicament, eh? The gut-wrenching mornings never seem to end as most of us contemplate our careers at UAL. Not what most of us had expected upon retirement. Robbie and I are doing fine, happy, healthy, and busy. I think those to be the major ingredients of a successful retirement.

Some sad news to pass on, especially for the many of us who worked with Captain Allen Pratt at the DTK/ 767 fleet back in the late 80's. We have a world class soaring port here in Minden, and in part for this reason both Allen and I moved here, living but a single mile apart. Apparently Allen's Carat Motor Glider experienced a catastrophic structural failure in flight (Oct. 23, 2004) here over the Carson Valley, and he did not survive. Allen's family held a very special memorial gathering at the family home here, and many, many of his friends and fellow flyers at UAL attended. I am sure there will be more submitted to *RUPANEWS* shortly. I am also sure that Allen's family would love to hear from any of you wishing to speak of our friend Al Pratt.

Cheerz, *Patrick* spacewok@charter.net

DON & SHARON WIENS

Hi Ted and everyone: This is my first update since retiring on 01/01/01 nearly four years ago. I bailed out a year early due mostly to physical exhaustion from commuting and the rigors of long night flights and just wanting to be home with the love of my life. After my last flight I swore I didn't want to see

another airplane or airport for at least a year. The timing was good, as I avoided the 9/11 mess. My son who is a UAL F/O got bumped out of SEA, is commuting to SFO and is having to live with a greatly changed airline including about 50% less pay. I flew the 747-400 out of LAX the last 5 1/2 years of my career, and still miss hand flying and landing that magnificent airplane. I also miss some of the Sydney layovers - my favorite city in the world with some wonderful restaurants. I also miss some of the spectacular sunsets and sunrises to be seen from the cockpit, and some of the great people I've worked with, but the other 95% of the job - not at all!

As a precautionary measure due to the UAL Chapter 11, we sold our water front home with a panoramic view of the Olympic Mountains near Poulsbo, Washington. We've been living full time in a 35' motor home since then and have had some wonderful adventures and seen some beautiful country as we put on over 19,000 miles this last year. We've been as far north as Prince Rupert B.C. and as far east as Ft. Wayne, Ind., and have at least passed through every state west of there. We came all the way back up to Poulsbo for Christmas with kids and grand kids, but that was spoiled a bit by a bout with viral meningitis landing me in the hospital for three days beginning Christmas day. We headed down to Arizona immediately after, where with a month to just sit and soak up the warm weather, we both got our health back on track. By March we were experiencing temperatures in the upper 90's to around 100, and even had to leave a Mariner's spring training game in the seventh inning cause we were just too hot! We found ourselves longing for the cool drizzly Seattle weather, so arrived back in Poulsbo in April. Traveling and living full time in the motor home has been great fun, and also has been a great marriage enhancer - there's no place to go hide, so you learn to work things out quickly! We've decided we do need a more permanent home base and a little more space to spread out in - especially for Sharon's quilting projects, so we're in the early phases of having a down-sized home built. For fun I've been playing my tenor sax at a local coffee house on Saturday evenings. I use a computer program called

Band-In-A-Box which is like having a five piece combo to back me up. That's run through a small amplifier, and I have a repertoire of around 150 of the old standards of the 30's, 40's, and 50's.

We have four sets of kids, all married and a total of eight grand kids of which three sets are in the general Puget Sound area. The one other set is in Aspen, Colo., so we're plenty busy keeping in touch with all of them.

For now our phone number is (360) 697-7010 and E-mail weaglebird@earthlink.net, and I'd love hearing from any of you out there who I've flown with in the past.

All the best, *Don & Sharon Wiens*

FRANCIS P. ZURMUHLEN—Annapolis MD

Dear Ted, I am writing this correspondence to you a month early in the hope that you will be able to find space in the December issue of the *RUPA NEWS* to include the enclosed poem entitled "A CUP OF CHRISTMAS TEA" by Tom Hegg. As you will see, it is a seasonal poem which seems to speak to all ages of Christmas celebrants.

In nineteen eighty six, my wife, Gloria discovered this beautiful poem in a copy of Woman's Day magazine which she had purchased to look for some new food items for the Christmas dinner table. Upon reading it I became so enamored and moved emotionally by its content that I decided to make it a part of our annual Christmas celebration by reading it to the family gathering that Christmas Eve.

During the course of the following year, as airline pilots are prone to do, I committed it to memory and then recited it to our family the following Christmas Eve. In nineteen eighty eight, my oldest daughter and her husband, as a Christmas present, gave to me a hard back copy of the poem. Now, when I recite it at Christmas Eve, one of my children has the book in hand to check for accuracy.

I am hopeful that you will be able to find space for this attachment so that it can be shared by my fellow pilots and their families. Fraternally, *Frank*

PS:- Check to Cleve.

A CUP OF CHRISTMAS TEA

By Tom Hegg

The log was in the fireplace,
all spiced and set to burn.
At last, the yearly Christmas race
was in the clubhouse turn.
The cards were in the mail,
all the gifts beneath the tree,
And thirty days' reprieve
till VISA could catch up with me.
And though smug satisfaction
seemed the order of the day.
Something still was nagging me,
and would not go away.
A week before, I got a letter
from my old Great Aunt.
It read: "Of course, I'll understand
completely if you can't.
But if you find you have some time,
how wonderful if we
Could have a little chat
and share a cup of Christmas tea."
She'd had a mild stroke that year
which crippled her left side.

Though housebound now, my folks had said
it hadn't hurt her pride.
They said: "She'd love to see you.
What a nice thing it would be
For you to go and maybe
have a cup of Christmas tea."
But boy! I didn't want to go!
Oh, what a bitter pill
To see an old relation
and how far she'd gone downhill.
I remembered her as vigorous,
as funny and as bright.
I remembered Christmas Eves
when she regaled us half the night.
I didn't want to risk all that.
I didn't want the pain.
I didn't need to be depressed.
I didn't need the strain.
And what about my brother?

Why not him? She's his Aunt, too!
I thought I had it justified,
but then before I knew,
The reasons not to go
I so painstakingly had built
Were cracking wide and crumbling
in an acid rain of guilt.
I put on boots and gloves and cap,
shame stinging every pore,
And armed with squeegee, sand and map,
I went out my front door.
I drove in from the suburbs
to the older part of town.
The pastels of the newer homes
gave way to gray and brown.
I had that disembodied feeling
as the car pulled up
And stopped beside the wooden house
that held the Christmas cup.

How I got up to her door,
I really couldn't tell...
I watched my hand rise up
and press the button of the bell.
I waited,
aided by my nervous rocking to and fro,
And just as I was thinking
I should turn around and go,
I heard the rattle of the china
in the hutch against the wall.
The triple beat of two feet and a crutch
came down the hall.
The clicking of the door latch
and the sliding of the bolt,
And a little swollen struggle
popped it open with a jolt.
She stood there, pale and tiny,
looking fragile as an egg . . .
I forced myself from staring at the brace
that held her leg.
And though her thick bifocals
seemed to crack and spread her eyes,
Their milky and refracted depths
lit up with young surprise.

"Come in! Come in!" She laughed the words.

She took me by the hand,
And all my fears dissolved away.
as if by her command.
We went inside, and then,
before I knew how to react,
Before my eyes and ears and nose
was Christmas past, alive, intact:
The scent of candied oranges,
of cinnamon and pine,
The antique wooden soldiers
in their military line;
The porcelain Nativity
I'd always loved so much...
The Dresden and the crystal
I'd been told I mustn't touch...
My spirit fairly bolted,
like a child out of class.
And danced among the ornaments
of calico and glass.

Like magic, I was six again,
deep in a Christmas spell,
Steeped in the million memories
the boy inside knew well.
And here. among old Christmas cards,
so lovingly displayed,
A special place of honor
for the ones we kids had made.
And there, beside her rocking chair,
the center of it all...
My Great Aunt stood and said
how nice it was I'd come to call.
I sat... and rattled on about...
the weather and the flu.
She listened very patiently,
then smiled and said, "What's new?"
Thoughts and words began to flow.
I started making sense.
I lost the phony breeziness
I use when I get tense.

She was still passionately interested
in everything I did.
She was positive. Encouraging.
Like when I was a kid.
Simple generalities
still sent her into fits.
She demanded the specifics.
The particulars. The bits.
We talked about the limitations
that she'd had to face.
She spoke with utter candor.
and with humor and good grace.
Then, defying the reality
of crutch and straightened knee,
On wings of hospitality,
she flew to brew the tea.
I sat alone with feelings
that I hadn't felt in years.
I looked around at Christmas
through a thick, hot blur of tears.
And the candles and the holly
she'd arranged on every shelf...
The impossibly good cookies
she still somehow baked herself...
But these rich, tactile memories
became quite pale and thin
When measured by the Christmas
my Great Aunt kept deep within.
Her body halved and nearly spent,
but my Great Aunt was whole.
I saw a Christmas miracle...
the triumph of a soul.
The triple beat of two feet and a crutch
came down the hall.
The rattle of the china
in the hutch against the wall.
She poured two cups. She smiled,
and then she handed one to me,
And then. we settled back
and had a cup of Christmas tea.

Poem sent by Frank Zurmuhlen

IN MEMORIAM

WILLIAM G. HENDERSON

Bill, 85, a long time resident of Ft. Lauderdale, FL, passed away Sept. 25, 2004 after a lengthy illness.

He was born in Chicago and raised in Greenwich, CT. He attended Columbia University's School of Architecture, but withdrew after a few years to pursue his love of flying. This led him to a career in the airlines that spanned nearly 38 years. He started with Pennsylvania Central in 1941 and ended his career flying 747's for United.

Friends may remember Bill's wonderful smile, baby blue eyes. He was a true gentleman through and through who always treated everyone with kindness.

His knowledge and passion for architecture enabled him to remodel every house he ever lived in. He was a master craftsman and his homes were admired by many.

Bill lived his life to the fullest with humor, honor and dignity even while trapped in a failing body for his last 2 ½ years of life. He lived those years with incredible courage and optimism. He was loved and respected by all who knew him, and his passing is a great loss to all of us.

Because of Bill's great love of water and boats, a private ceremony at sea was held on Nov. 6, where family and friends scattered his ashes in the warm waters of Ft. Lauderdale and celebrated his life.

Barbara Henderson

NORMAN N MC NEIL

Capt. McNeil, 90, died of complications from pneumonia Friday, September 24, in Florida.

At age 14, Norm learned to fly at that same Flint airfield in a primitive glider that was lifted up by his father towing it behind a Ford Model T pickup truck. His first solo flight was six years later. In between, he worked as an aviation mechanic, trading labor for flight time to qualify for a pilot's license. He received a commercial pilot's license in 1939, beginning what would become an airline career spanning more than three decades. "Flying really was his soul," said his wife, Ethel. Their first date was her watching him in his first solo flight. "I thought it was very exciting," she said. He began flying for a small regional carrier, Pennsylvania Central Airlines, which later became Capital Airlines.

During the war, while still employed by the airline, he was a command pilot for Air Transport Com-

mand, a government agency that used private pilots to move war materials and personnel across the country.

In 1948 he became chief pilot for Capital at Midway Airport. While at Capital, he flew commercial routes as well as the charter flights the company used as a promotion when he would ferry celebrities such as Bob Hope.

After the Capital and United merger he continued as a chief pilot. He later was reassigned to ORD where he met fellow chief pilot Mel Volz. "We hit it off very well," said Volz. "He was one of the nicest, easiest-to-get-along-with type person. He was not only well-known at United but throughout the airline industry, because he was such a personable individual." In his career, Herb went from flying the Boeing 247s, to the Boeing 747.

In December 1970, he flew the airline's first non-stop 747 flight from Honolulu to Chicago. He retired in 1974 as the 747 fleet manager. Three of his four children followed him to United.

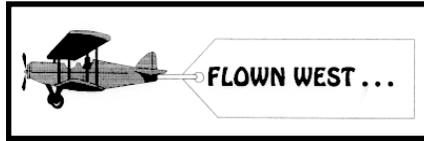
Throughout his life, flying was much more than a career. Mr. McNeil outfitted a two-seat Piper Cub with floats so he could land it on Brut Lake outside his summer cabin in Michigan.

He is survived by his wife, Ethel, a son, three daughters, eight grandchildren, and six great-grandchildren.

THOMAS E. PLEGER.

Retired Captain Tom Pleger died November 16, 2004 at his home in Oak Park Heights, MN previously of Barrington, IL. He was born on the 4th of July 1924 in Detroit, MI. Within months of graduating high school in 1942 he enlisted in the Army Air Corps. He was a W.W.II Veteran awarded the Bronze Star for his service in Operation Varsity flying copilot in a C47A glider. After the war he became a flight instructor at Detroit City Airport where he met and married Frances Cameron. He flew DC-3 for the Murry Corporation until he joined Capitol Airlines in 1956. After the merger with UAL he flew DC-3s, DC-4s, Viscounts, DC-6s and finally B-737s until his retirement in 1984. After retiring he spent his time perfecting his sailing skills, introducing his five grandchildren to the joys of boating. He was a member of RUPA, the American Legion and the W.W.II Glider Pilots Association. In 2002 he moved to Minnesota to be closer to family. He is survived by his wife of over 50 years, Frances, daughters Marian, Susan and son Daniel. Also survived by sister Rheta, brother Ernest and five grandchildren.

Brad Thiel (Tom's Son-in-law)



DWIGHT T. PETERSON*	11/18/2003
FELIX M. PEYREFITTE JR.	9/3/2004
CHARLES W. COVERT*	9/19/2004
MARCUS D. ALSTON*	9/23/2004
ALLEN PRATT	10/23/2004
SANFORD B. FITTS III	9/25/2004
LEE A. SMILEY	9/26/2004
FRANK J. ALTOMARI*	9/27/2004
RAY H. COOPER	10/28/2004
THOMAS E. PLEGER	11/16/2004

** Indicates Non-Member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 1st Thu. SFO North Bay-Petaluma Sheraton
2nd Mon. SW FL—Olive Garden, Ft. Myers - 239-417-8462
2nd Tue. San Diego Co.—Quails' Inn, San Marcos - 760-723-9008
2nd Thu. Oct—Apr. SE FL Gold Coast—Flaming Pit - 561-272-1860
2nd Fri. PHX Roadrunners—Best Western En Suites Scottsdale Airport, 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
Last Wed Hawaii Ono Nenes—Mid Pacific Golf Club

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

Semi-Annually Scheduled Lunches

- Call. Mar, Nov. Tucson-Tucson Country Club—520-797-3912

Deadline: January 19, 2005

Mailing: February 2, 2005



PERIODICALS

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