



RUPANEWS

Journal of the Retired United Pilots Association

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OFFICERS

The late Captain George Howson, President Emeritus

President Rich C. Bouska, 2734 Crater Rd., Livermore, CA 94550 925-443-4339, rbouska1@comcast.net
Vice Pres Noel Kane, 14611 Aloha Ave, Saratoga, CA 95070 408-867-7738, noelkane@msn.com
Sec/Treas. Cleve Spring, 1104 Burke Ln. Foster City, CA 94404 800-787-2429, clevespring@comcast.net
Asst. S/T Floyd Alfson, 517 Kentucky Ave., San Mateo, CA 94402 650-344-8359, f-alfson@mindspring.com
Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, billwd6j@verizon.net

COMMITTEE CHAIRMEN

Convention Sites.....**Joe Ferrie** jferrie@charter.net
Fold'n 'n Stuffin' **Cleve Spring** clevespring@comcast.net
WHQ Liaison.....**Milt Jensen** mcjensen@runbox.com
Widows Coordinator **Jackie Abel** JacquelineAbel@aol.com
RUPA Web Site.....**Bruce McLeod** webmaster@rupa.org

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RUPANEWS

Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Tel (916)-689-5358

Ted Larusson: tlarusson@comcast.net

RUPA Website - www.rupa.org

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PRESIDENT'S MESSAGE

Fellow RUPArians, the February issue of the *RUPANEWS* was a little different in that it had the special tear-out of Doug Wilsman's Pension Benefit Calculator. Now all of us can appreciate all the hard work and time Doug has put in on our behalf. If you do not have a computer, this information was not previously available to you. We all owe Doug a sincere debt of gratitude for clarifying much of the confusion surrounding the workings of the PBGC and how it will apply its rules to our pensions. On behalf of our entire membership, thank you Doug.

An expanded list of names submitted to the Smithsonian Museum for the Wall of Honor starts on page 16. Please check it over for proper spelling and omissions. If you find any errors or omissions, let me know before the engraving process starts so we can make the proper corrections. There still is time if you wish to submit a name for the RUPA Panel, contact me for the proper forms at (925)-443-4339.

Boy's Night Out is fast approaching. Make plans to attend as soon as you can. This is one chance a year you have to meet with former flying partners from all over the system to rehash the "good-ol-days"; the food is great and the price is right. The date was moved from February to March so out-of-towners would not have to suffer the weather delays experienced in the past.

The RUPA Cruise to St. Petersburg still has openings, although some of the cabin selections are getting rather slim. This is a chance to visit a part of the world that many of us have never seen, and is still safe for us to visit. You will be able to view a wealth of fine architecture, palaces and museums in Estonia, Helsinki, and Sweden. Two days in St. Petersburg will allow you a chance to visit the Hermitage Museum, the largest art museum in Russia and one of the most prestigious in the world as well as numerous castles and palaces. A stop in Germany will allow a visit to a completely rebuilt and flourishing Berlin. I have a lady who is looking for a woman to share a cabin with on this cruise. If anyone out there is interested, I can put you in touch with her.

One additional reminder, our Convention will be held this year in Washington D.C. from October 13 through the 17th. You may want to set aside those dates now so you can visit with old friends and partake in the several tours that will be available, especially a visit to the new Udvar-Hazy Museum and the unveiling of the Wall of Honor. A day has been set aside for the golf tournament and other events are firming up. We are hoping for a large turnout.

That's it for now.

Rich

DANA POINT LUNCHEON

Thanks to John Grant for the following report. (your representative was absent without leave)... yep I missed the lunch.. *Ted* . Thanks for covering for me John.

It looked like some one paid off mother nature, it was forecast to rain today, but then it suddenly changed to a rain tonight forecast, so the weather was a nice 55° temperature, and the skies a bit overcast, but the harbor view was really pretty, and it was only interrupted by the occasional pelican splash or the little beggar birds that hang around the outdoor patio.

We had 19 of the fly boys at the luncheon, and of course the item on the agenda for most of us was, the condition of United, and how our retirements will be affected. Much discussion about the Non-Qualified being suspended from any further payments.

THE GROUP OF ATTENDEES THIS TUESDAY the 15th were: Park Ames, Carlos Bernard, Walt Bohl, John Callahan, Bruce Dunkle, John Grady, John Grant, Jim Grosswiler, Pete Hansen, Jack Healy, Bob McGowen, Jerry Myers, Bill Meyer, Bill Rollins, Bill Stewart, Jim Stowell, Tony Testa, Dennis Daniels, and Stefan Steinberg.

It is always so very nice to be able to get together with our co workers and friends at least once a month, in a beautiful setting. *John Grant*

Next months Lunch will again slip in early; third Tuesday of March is the 15th. See you there.

TED

FEBRUARY SWFL LUNCHEON

At our February SWFL luncheon on February 7th, Dick Schultz gave a presentation on what to do if UAL pulls the retiree's health insurance. He presented a website to go to for self help information. The site is: <https://www.chooseyourbenefits.com/>.

There are other sites that a retired pilot may be interested in. First is: <http://www.rupa.org/>.

Other important sites are: <http://www.ualpilotpension.com/>, <http://www.erisa.com/>
<http://www.ruaea.org/>.

Dick Schultz and his wife Fran are wintering on Bonita Beach, Florida. Thank you Dick for being proactive and getting this information to the retirees. We all appreciate your diligence and information. When he returns to Chicago he said he is going to continue to research the possibilities. He also gave us a number to call for " TV Ears" 1-800-264-7169. That is an apparatus one can use to amplify sounds in a movie theater, watching TV or wherever one may need it. Hint, you would not wear it while using your chain saw or flying your light aircraft.

The website is: <http://www.hearingplanet.com/>. Drag your cursor over hearing products and click on " TV Ears".

At the luncheon Gary Crittenden gave a report on his research into the USPS program to send monthly reminder cards to the retirees. Because of the expense, it was agreed to send cards to only those that have no e-mail capability. Any one with a home computer and an e-mail address will be notified of the luncheons by e-mail. The extra monies saved from the redundancy of two reminders will be used for more fun and prizes at the luncheons.

Those that enjoyed the social encounter and hospitality were: Lew & Carol Brubaker, John & Betty Champion, Ray & Twila White, Warren Schroeder, Al May, Harvey Halberg, Rich Meadows, Neil Bretthauer, Rip Curtis, Bill Bates, Jack Taffe, Jim Sutton, Don Sullivan, Gene Champion, George Garret, Dick Travas, Del Walker, Jim Ralph, Norb Cudnowsky, Jim Boyer, Gary & Janice Crittenden.

There was a moment of silence to remember those that have flown west and a prayer for our men & women in harms way and world peace in our time. After the discussions of what to do if UAL fails in their contractual obligations to the retirees, a letter was read from United Airlines informing those that are receiving the non-qualified portion of their retirement that it will end NOW! The non-qualified pension is about a third of the pension received by retirees that receive two checks because of ERISA rules.

Then it was mentioned how much the bankruptcy costs UAL in legal costs and how they gave bonuses to management in lieu of paying their contractual obligations to the retirees. As of last June the costs were over \$136,000,000.00. They are probably double that by now. This is the most expensive airline bankruptcy prosecuted to date. There may be lawsuits brought by represented groups at UAL.

If one has any questions call the UAL Pension Dept at 866-825-4101.

There were two door prizes drawn. 'Catch Me If You Can' went to Lew Brubaker and a surprise clock was won by Jim Ralph.

Despite the grim news everyone enjoyed a great lunch and had ice cream on the house...The weather in SW Florida is fantastic this time of year!

Your humble scribe. *79 Sobota* SWFLRUPA Rep.

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

URPBPA UPDATE

Dear Fellow Ruparians;

The United Retired Pilots Benefit Protection Association (URPBPA) continues to defend its members' interests in the Courts.

NEWSFLASH: *In Bankruptcy Court on February 18, 2005, Judge Eugene Wedoff ruled in URPBPA's favor, ordering United to continue making all pension payments to retired pilots. United had announced suspension of non-qualified pension payments to be effective March 1, 2005. URPBPA filed an emergency motion to oppose this proposed action by United. Judge Wedoff's ruling means that all pension payments will continue to United's retired pilots unless and until further court proceedings determine otherwise.*

In other court action, URPBPA has moved to intervene in the PBGC's request to terminate the United Airlines Pilots Defined Benefit Pension Plan effective December 30, 2004. URPBPA argues that its members have a vested interest in their Plan and that its termination would unfairly result in a significant loss for many of its retiree members. This matter was moved by District Court Judge Lefkow to the Bankruptcy Court, where it is pending. Also pending is URPBPA's motion to overturn Bankruptcy Judge Wedoff's ruling to approve the contract negotiated by United with ALPA. This contract allows for the termination of the Pilots Pension Plan, with disastrous results for many retired pilots. The motion shows the Court that URPBPA members' interests are not being represented by ALPA or anyone else in the bankruptcy proceedings, which is clearly unfair.

The following is being repeated from last month's column since it is still important and timely: Congress is beginning to consider pension legislation. Communicate with your Member of Congress and your two U.S. Senators if you want to help save the United Pension Plans. There is nothing wrong with calling, and sending faxes, and sending letters and sending E-mails to your representatives' local offices AND to their offices in Washington.

Go to www.congress.org for all local and Washington addresses and numbers, or find them in the Government pages at the front of your telephone directory. E-Mail, fax, phone and write to your Representative and two Senators at all their locations. Be advised that mail to the government in Washington, D.C. could be delayed for several weeks by security.

Keep it short and simple. The subject is PENSION REFORM. You are requesting QUICK ACTION to PREVENT UNITED AIRLINES OR THE PBGC FROM TERMINATING RETIREE PENSION PLANS and to KEEP UNITED FROM DUMPING PENSION LIABILITIES ON THE PBGC. Use your own words; identify yourself as a constituent and as a member of a group of over 5,000 retirees. Will Plan termination hurt you? Briefly explain how. For more information and for a sample letter, go to the URPBPA website: www.ualpilotpension.com.

If United succeeds in terminating the pension plans, other major carriers will likely have to do the same. This additional huge liability dumped on the PBGC could put at risk the existing schedule of pension payments from an already underfunded PBGC trust.

DON'T DELAY - ACT IMMEDIATELY!

Fraternally,

Jerry Terstiege, URPBPA Secretary
Foster City, California

United Airlines Retired Pilots Foundation, Inc.

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

Coming Soon!

BOY'S NIGHT OUT

Friday, March 11th, 2005
at the
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California

Reception from 5:00 to 7:00, Dinner to follow.
Entrée choices are Chicken with Shrimp Scampi, Prime Rib or Salmon.
Dinner is \$37.50
Rooms are available at \$89.00. Call the hotel at 1-800-827-0880
for reservations and mention "RUPA" for this rate.

Guest Speaker, Bob Parsons

RSVP dead line: Tuesday, March 8th, 2005
Make check payable to **RUPA** and mail reservation to:
Sam Cramb, 20090 La Roda Ct, Cupertino CA 95014

Name _____ Guest Name(s) _____

Indicate entrée choice:

___ Chicken Breast & Shrimp Scampi
___ Roast Prime Rib of Beef, au Jus & Horseradish
___ Salmon Filet, Herb Butter Sauce
Check enclosed for: \$ _____

UAL MEDICAL BENEFITS

Several of our members have asked over the past several months if there is a better alternative to United's existing health insurance plan, and what would be available if United terminated our present medical and prescription group plan. On the 20th of January, I traveled to Denver to meet with fellow RUPA member Dick Schultz and the leaders of RUAEA, to explore the possible alternatives to our present medical plans. Representing RUAEA were President Marlin Lade, Executive Vice-president Mort Wax and RUAEA member Chick McErlean. We met in the offices of IMA, one of this country's largest insurance brokers. Assisting us were members of AXA Advisors whose clients are retired and furloughed airline employees in the Denver area. IMA researched health insurance plans offered by Aetna, Blue Cross Blue Shield, CIGNA, UHC and Great West. Their analysis was that no one offered the benefits and costs that could compete with what we currently have. The overwhelming conclusion of the presentation was, stay with the current United plan.

Under our present situation, United pays for the majority of our insurance costs. RUPA and RUAEA could not join forces to forge their own group insurance because by law, there must be an employer/employee relationship. If United were to cease to exist or terminate our existing plan, (there are serious restrictions to terminating our present plan under the present 1114 agreement in the bankruptcy court which I do not wish to go into now), we would then have to go out on the open market and purchase individual insurance.

Many have asked about AARP. AARP works with an insurance underwriter to provide insurance for its members on an individual basis. If you are dissatisfied with the present United group plan, you still have the option to enter into an individual contract with any health insurance provider of your choice. You must be aware that most individual plans either do not have prescription coverage, or the prescription coverage is much more costly than our present plan.

We have two options available to us if our plans are ultimately cancelled. 1. Pre-65 retirees would have to purchase individual insurance based upon need and coverage. Premium levels would vary widely. Because these programs are individually underwritten, specific medical conditions and related complications can be excluded or can be entirely declined for coverage. In case the insurance coverage was declined, the only available option would be a State uninsured pool. 2. Post-65 retirees, who are covered by Medicare A & B would have 10 supplemental, (Medigap), plans to choose from plus the Medicare Advantage plan. In the event United terminates its medical plan, preexisting conditions covered under the canceled group plan would be covered only within 63 days of group plan termination when applying for a replacement supplemental plan.

If you are interested in reviewing options and costs available to you, I recommend that you access either or both the Defined Contribution Benefit Solutions and Medicare websites at www.chooseyourbenefits.com or www.medicare.gov. You can compare your options and costs; advantages and limitations

Caution: Applicants may be required to go through the carrier's health screening process. Once you voluntarily suspend United's group plan you will not be able to re-enroll, unless you can provide proof that you had continuous coverage in an eligible plan while your United plan coverage was dropped. Eligible plans include another employer-sponsored health plan, a Medicare HMO or Medigap-"Plan J" and coverage through TriCare for active and retired military personnel and their dependents. (See Section 2 of your United Summary Plan Description.)

Rich

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.

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.

Note: The taxes have gone up \$8.18 per person so the prices should be adjusted accordingly.

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
1-508-829-3068
Gsp@aol.com

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:

Note: If you are a member of AARP, a discount of \$100.00 per person is available with proof of membership. Make sure to mention this to Jerry when you place your reservation.

Jerry can take your reservation over the phone.

GOLD COAST RUPA GROUP

The South Florida RUPA group gathered for our February meeting on the 10th. We had another record crowd. There seems to be an interest in the pension situation. Ham Wilson took exception to my description of his stories as disgusting, so I will say this time that he told another colorful story. I hope that's better. Chuck Smith of JFK fame joined us as he is down here until May. Joe Jones, an ex-MIA resident drove down from Alabama. He talks about Auburn football a lot. Wherever that is.

Present on Thursday in Pompano were, Terry Lewis, Les Eaton, Bill Lancaster, Dick Smiley, Tom Llewellyn, Ham Wilson, Burt Olson, Bob Smirnow, Joe Jones, Dick Wiley, Dave Peat, Lyn Wordell, Ned Rankin, Stan Blaschke, Ed Wheeler, Bill Garrett, J.T. Palmer, Dick Bodner and his guest Bob Holland, Chuck Smith, Hank Fischer, Jack Wink, Paul Livingway, Warren Hepler, Rick Valdes, Bob Dodson, Paul Dunne, Art Jackson, Wes Fetzer, Ham Oldham, Peter Gallant, Bob Schaet, and me Jerry Bradley.

Our RUPA co-leader, Jimmy Carter, had a hip replacement last Monday and was absent. He is doing very well and expects to be back on the golf course in another month. Everyone was very excited as they thought it was a lip replacement, but that was unfounded

Next meeting will be on March 10th at the *Flaming Pit Restaurant* in Pompano Beach. Should you need a pick up or have any questions about our luncheons, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145.

For Stan and Jimmy, I'm *Jerry Bradley*.

LOS ANGELES VALLEY LUNCHEON

Ladies & Gentlemen! The sign read "After 35 years *Billingsley's* is closed". For many years we have been meeting on the odd months at this marvelous establishment.

Our notification came in an article in the "Daily News" saying that Dec. 31, 2004 would be the closing date. At the present time the City of LA is looking for a new proprietor so it's possible that we will be able to meet there again some time in the future.

Bob Mosher and I have checked out many places and have decided that for the time being we will be using: *Mimi's Café*, located at 19710 Nordhoff Place, Chatsworth, CA. Phone number: (818)717-8334

For those of you coming north on the 405 Freeway, take the Nordhoff exit and go West approximately five miles (you will pass the Northridge Fashion Center). At the Fashion Center there is a Y in the road, to the left is Nordhoff Way, you want to go straight ahead which is Nordhoff Place. *Mimi's* is on the South side of the street in a small complex just West of Corbin Ave. & North of the Railroad tracks. If you are coming from the West on the 101 Freeway take the Tampa exit & go north to Nordhoff Street then go West to Corbin Ave.

We are asking you all to attend our meeting March 17th to discuss this and other locations as well as the price we are willing to pay for our meals.

See you all March 17.

Respectfully, *Don McDermott*, LA Valley Representative

LAX SOUTH BAY LUNCHEON

Nineteen of us met for refreshments and a buffet lunch.

Don McDermott briefed us on the dilemma of finding a place for our valley lunches since *Billingsley's* has closed. We will meet at *Mimi's* in Chatsworth on March 17 for a trial and to discuss other options. Our thanks to Don and Bob Mosher for all of the leg work involved. *Mimi's* number is 818-717-8334. The address is 19710 Nordhoff PL.

We toasted Charles Barnard who has flown west.

Attending were Shirley and Jack Hanson, Ginny and Dave Tank, Tawan and Bob McGowan, Sue Ross, Bob Mosher, Herb Goodrich, Jim Turner, Bill Horn, Gene Gawenda, Jim Matheson, Don McDermott, Loyd Kenworthy, Don Krueger, Jim Day, Walt Albright and yours truly, *Rex May*

ASSOCIATED PRESS

02.14.2005

United Airlines said Monday it has received four offers of debt financing worth as much as \$2.5 billion to help the nation's No. 2 carrier emerge from bankruptcy.

United spokeswoman Jean Medina would not say which financial institutions had made the offers and said there was no schedule for when any final deal might be reached. Moreover, any such agreement would be based upon United realizing the \$2.5 billion in cost savings the carrier has already laid out, she said. "They are contingent on us completing the work we've identified in our business plan," Medina said. United expects to learn more about when it could receive the funds in about 90 days after it resolves pension and other business issues with employees. United has said it must replace its traditional pensions to exit bankruptcy. United, a unit of Elk Grove Village, Ill.-based UAL Corp., is trying to rework labor contracts with its six unions in a bid to save an additional \$725 million in annual operating expenses, which the carrier says is critical to its planned exit from Chapter 11 bankruptcy. The unions already agreed to a combined \$2.5 billion in concessions two years ago.

The airline filed for bankruptcy in December 2002. Last month, Chief Executive Glen Tilton said he anticipates the company leaving court protection this autumn.

PUEMA

For those of you who have inquired, PUEMA is an acronym for **Please Use E-Mail Already**.

I started using this notation a couple of months ago in hopes of bringing it to the attention of members who have email that their correspondence should be sent via email. It is the easiest way to communicate with us and saves us a lot of time and effort. A letter written in longhand must be typed into the computer even though it often contains an email address. This flies in the face of practicality. It not only takes time, but trying to decipher some of your letters is challenging. If you can send an email message to a friend, you can also send your annual letter to us via the same method. You don't have to format it, just type out your message. If you don't have email but do have a computer or typewriter, please print your letters that way and include them with your check. We can then scan them which takes much less work on our part.

Ted and I spend many hours a month working for RUPA. I personally average at least three hours a day at it.

I have apparently offended a couple of our members because of the PUEMA being attached to their letters, and for this I humbly apologize as that was certainly not my intention and I will cease and desist this practice. *Cleve*

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

NORTH BAY RUPA GROUP

An almost spring-like day was in store for the February Luncheon of the North Bay RUPA group and friends. *The Jellyfish Grille* at the Sheraton had made some changes to accommodate the larger groups that have been attending, and had moved the dining setting to the main floor, which worked very well. They suggest if we continue to have such good participation, they may move us to a banquet room of our very own!

At the lunch, Carolyn Biggs told of the memorial the school district had done for John, a fine tribute. "El Crunchetto" Captain Rick Saber told of the upcoming service for "Emperor Norton", long-time member of E Clampus Vitus, a remarkable fraternal organization. (Rick is a former Noble Grand Humbug, and, at the request of the deceased, will assume the persona of "Emperor Norton"). Larry Whyman displayed some excellent models of military aircraft, and Dick Lammerding noted the probable departure from our area of one of our previous attendees.

Enjoying the company were: Bill Wheadon, Tom Rhyme, Rick Saber and spouse, Dee and Larry Whyman, Chris and Dan Bargar, Jim Jaeger, Jim Mansfield, Sam and Mickie Orchard, Bll McGuire, Leon Scarborough, Barney Hagen, Bill Royall, Ramsey Unalp, Al Milotich, Tom Grey, Bill Greene, Gardner Bride, Dick Lammerding, Ken Corbin, Carolyn Biggs, John and Carol Reed, and this reporter.

Our group meets for lunch on the first Thursday of the month at 12:30pm. Location: *Petaluma Sheraton*, 745 Baywood Drive...just off Hwy 101 on Hwy 116, at the harbor, in the rear.

If you're in the area, come join us, and if you know of someone who may be interested, bring them along, admission (not lunch!) is free! Such a deal!

Bob "Father" Donegan

PHOENIX ROADRUNNER'S

The Phoenix Roadrunner's met on Feb. 11th 2005 at the *Best Western Suites Airpark*, Scottsdale, AZ.

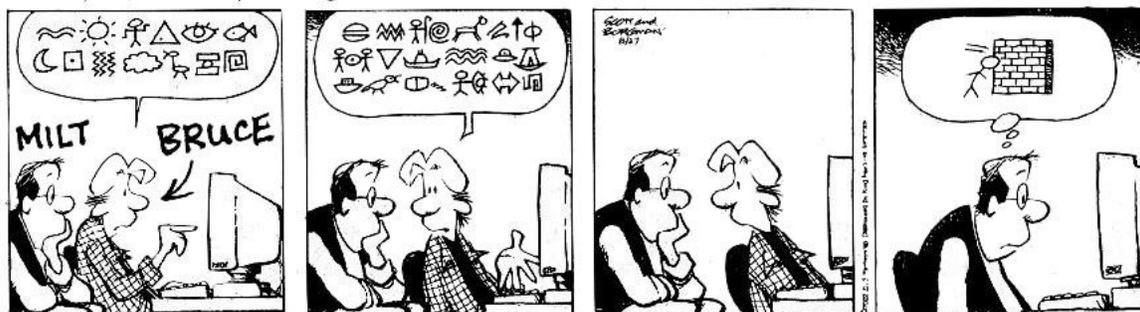
Heavy Rain's flooded streets and some other personal problems kept 7 of our members and guests from attending. Despite the weather we had 29 members & guests: Fred Anderson, Millie & Frenchy Bourgeois, Mike Carlin, Mike Clements, Ginny Coleman, Russ Cottle, Irv Jones, Ken & Pat Mc Donald, Jim & Sue Mennella, Gene Paquette, Warren Phelps & his guest Jim Ostermeyer, Don Prestin, Charlie Schwob, Roy & Lois Scroggs, Jerry Smith, Lynn & Linda Smith, Bob Steeneck, Don & Mary Toeppen, and David Specht.

P.J. & Ken Killmon took care of our first 50/50 drawing with Sue Mennella winning \$50.00. The other \$50 went to our RUPA Kitty. Thanks to all of you. Our next Luncheon will be Friday March 11th. We will have that Great Magician (Shawn Greer) back to perform for us. Bill Dutton IV is sponsoring this event in Memory of his Father. Bill Dutton III. Please call for reservations early so we will have an accurate count for the chef and Frank. e-mail: fbourgeois@earthlink.net or phone 480-948-1612

Remember it is St Patricks Day so we will have Corned Beef and all the goodies that go with it.

Take Care and God Bless, *Frenchy & Millie*

ZITS Jerry Scott & Jim Borgman



ABOUT THE COVER: Boeing 737-300

This month's cover is from a painting done by one of our retired pilots, Ary Hobbel.

The first generation 737s (737-100s and 737-200s) were first ordered in 1965 and were delivered in December of 1967. Since that time, Boeing has continually modified its smallest line of jets, resulting in the current generation of 737s, which includes the enlarged 737-300 (first delivered in 1984 to USAir).

The 737-300 breathed new life into the 737 featuring a lengthened fuselage, revised systems, fuel-efficient CFM International CFM56 turbofans, and a glass cockpit. A new family of variants was subsequently introduced, comprising different payload/range combinations.

This allowed the 737 to become the world's best-selling airliner, 2,773 orders received by April 1990.

THE VENTRILOQUIST

A young ventriloquist is touring the clubs and one night he's doing a show in a small club in Alabama. With his dummy on his knee, he's going through his usual dumb blonde jokes when a blonde woman in the 4th row stands on her chair.

"I've heard enough of your stupid blonde jokes. What does the color of a person's hair have to do with her worth as a human being? It's guys like you who keep women like me from being respected at work and in the community and from reaching our full potential as a person...because you and your kind continue to perpetuate discrimination against, not only blondes, but women in general . . . and all in the name of humor!"

The ventriloquist is extremely embarrassed and begins to apologize, when the blonde yells, "You stay out of this, mister! I'm talking to that little smartmouth on your knee."

**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**

RUPA Golf Tournament

THE NORTH COAST FLYERS aka The Cleveland Crazies

Welcoming in the New Year were 12 of us with a big surprise from Pete Granata who has condescended to visit during the winter and bring us up to date on the Florida news. In addition, Vic Popelars, Jim & Monica Burrill, Joe Getz, Dick Sanders, Ken Wheeler, Gene White, Ed Griffith, Dick Orr, former CLE LEC Uniform Chairman Dave Suits, and myself.

Considerable conversation about the present state of affairs and some question as to why the RUPA website has no direct link to the only viable organization, URPBPA, "www.ualpilotpension.com", that seems to represent all of the retired pilots, including those who have retired in the last several years. I am still at a loss to understand how quickly ALPA could turn on it's 5,500+/- former members who built its war chest and its reputation. Thanks to the Council 12 LEC and membership for the motion to hang on to the A-Plan. I think I speak for most of us when I say it is not easy when someone else is deciding how I am going to live out the rest of my retirement. Most of us are used to making our own decisions.

We here shall meet again on the 17th day of February and again on the 17th day of March at *TJ's Restaurant* in Wooster, Ohio, and will have a warm welcome for any snowbirds who make it north.

Happy Valentines Day and A Grand St. Patty's Day, *R. McMakin*

THE NORTH COAST FLYERS aka Cleveland Crazies

Fifteen of us gathered at our normal 3rd Thursday watering spot in Wooster, Ohio and were especially happy to see Barb Griffith back with us after a rather lengthy medical leave. Ed said she has used up all her vacation time and now needs to get back to work rather quickly. A wonderful surprise was seeing George Johnson and wife Veronica show up from Seattle. George had not been back for more than fifteen years and many stories were heard from both sides of the continent.

Dave Suits, Dick Orr, George Bleyle, Phil Jach, Joe Getz, Rob Marshall, Bob Olsen, Rick Ogden, Jim Burrill, Bill Dilzell and Richard McMakin were present to round out the affair.

During the meeting, a question arose and we thought we should throw it out for discussion and comments. Those of us who have retired in the last 6 - 8 years, that we know of, have had to pay out of our final check or checks, an amount, which was declared by UAL, to be the Social Security payments on the non-qualified payments we were yet to receive. Since those checks apparently, are about to cease, do we get a refund on the remaining amount? It can be quite substantial. Just a thought!

Our legendary financial adviser, Dave Fuller, was not available for comment, so we have posed the question to the Peanut Gallery.

Finally, it has been decided that our annual mid-summer CLEVELAND CRAZIES gathering will be held on Saturday, the 11th of June, once again at the McMakin's home in Olmsted Township, Ohio, beginning at 4:00pm. More info to follow.

Happy Easter To All. *Richard McMakin*

TREASURE COAST SUNBIRD LUNCHEON

23 showed up @ *Mariner Sands CC* in Stuart for our monthly get-together, and in order to replenish our "flower" fund, at Bob Schaet's suggestion, we raffled off a fifth of libation rather than just asking for a donation. By popular vote it was decided to continue this approach for now. Two American Airlines pilots, both sons of UAL pilots, were guests and well received by us all. Both are very young and are B-767 Int'l Captains. Ted Collins, son of Will Collins, and Michael Forte, son of Vic Forte and stepson of Del Gartner are both based in MIA. In addition to the aforementioned 5, the following also were there; Clark Luther, Ed Fullerton, Percy Wood, Don Onofrio, Dave Hoyt, Roger Taylor, Don Jefferson, Bill Smith, Bill Northup, Dick Starita, Lloyd Barry, Skip LaRocque, Bill Cole, Jerry Holmes, Dave Arey, Ted Osinski, and yours' truly, Jim Dowd. Next luncheon same place, second Tues., Mar. 8th, same time- 1130. Please call me at 772-286-6667 or e-mail to flyjim1@aol.com at least 24 hrs. in advance for dining room coordination. Bob Schaet will continue to e-mail 32 of us and send postcards to the 14 who are still on the back side of the technology power curve. Greetings to all from sunny South Florida!! *Jim*

BENEFIT SECURITY REPORT BY DOUG WILSMAN

2-18-05. This will be mostly about freezes and trickles. Judging from my E-mail, there are hoards of retirees out there who believe if only the A-plan were frozen and if congress passes the perfect reforms, then no UAL retiree would have his benefits lowered, and no active pilot would lose any benefits already accrued, and UAL's designated exit financiers will love it. And, of course, this includes the retention of all the non-qualified benefits. Boy, would that be great or what!

The theory is to "freeze" the currently accrued A-Plan benefits for all active pilots and provide them a new company-paid 401K-type substitute C-plan going forward at 6% of their respective earnings. And the pension laws would be changed so UAL's total A-Plan expense, in addition to paying all the non-quals, would be limited to just a "trickle" of deficit reduction payments each year, over the next 25 years. And all this would calm the pension worries of UAL's exit financiers and UAL could zip out of Chapter 11 in the fall.

Evidently, top management at Delta and Northwest are both lobbying congress and the administration for this solution, but we haven't seen Mr. Tilton joining in just yet. This solution might work with our plan or maybe not! Our assets are terribly low and our annual benefit payments are terribly high. Let's look at a hypothetical.

Let's freeze the active pilots' A-Plan benefits as of 1-1-05 and UAL would trickle, say, 50M into the A-Plan and put 60M into the new 401K C-Plan this year. All retirees would lose not a penny of their current qualified and non-qualified benefits. Then here's the question. Would this arrangement make an exit financier comfortable? That's what we are concerned with here, isn't it?

If I were an exit financier, I would look at this hypothetical arrangement and compare it with an A-plan termination scenario. With a termination, the A-plan would be replaced with a C-plan and UAL's total annual expense would be 6% of pilot payroll or about 60M annually. With the freeze/trickle scenario, there would also be 75M for non-quals, and there would be 50M for the annual 25-year trickle. So far that is 185M for the freeze/trickle versus 60M for termination.

But that's only part of it. Because the plan assets are so low and its benefit obligations are so high, with a reasonable 7% return on investments, there would only be earnings of 196M to pay the qualified benefit obligations of maybe *300M---that's a shortfall of 104M. So an exit financier might see in 2005 a continued A-Plan would cost 289 M versus only 60 million for a C-plan. And the bankruptcy judge might think that such a burden could not be overcome by UAL in its attempt to exit Chapter 11. I would say that the freeze/trickle being successful is far from a slam dunk.

As an aside, the data I have from Bill Powell shows that there were 188 pilots flying on 1-1-05 who will be age 60 during 2005, and the new benefits they will bring to the A-Plan will almost certainly be greater than the benefits that will disappear when participants die in 2005, so the excess benefits problem will be getting worse before it gets better. There are 300 reaching age 60 in 2006.

As I have been writing this, I just got a call from an ALPA buddy who was in the courthouse in Chicago today. The news is that Judge Wedoff has ordered UAL to continue paying the non-qualified benefits until the plan terminates---if it terminates. And he also gave PBGC's a week to get its act together if it is still interested in seeking to have the judge rule on the propriety of PBGC complaint for an involuntary termination, effective on 12-30-04. *Doug*

* The annual benefits were listed at 400M in 2003, inflated with Partial Lump Sum payments

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 and the name spelled as you wish it to appear on the Panel. This list of names is as up to date as I can obtain from the museum. 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.

Louis F. Abel	Martin C. Berg	Robert W. Burdick	Russ Cottle	Bruce R. Douglas
Gerald G. Ackerson	Thomas Leland	Ben W. Burford	Bob Coulter	George T. Douglass
Larry H. Adams	Bergbower	Fred C. Burgess	Gene P. Couvillion	James E. Dowd
Roger Adams	R. W. Berkey	Richard A. Burke	James L. Cox	John T. Downey
Frank E. Adams, Jr.	Jack I. Berkshire	Roscoe Burley	Richard P. Craine	F. J. Downing
Walt Addems	Hugh L. Berry	Robert Lee Burns	Dale Samuel Cramb	William R. Drennen
John G. Addison	Raymond P. Best	Carlton P. Bye	William Burritt Crandall	Jerald Drommerhausen
Robert J. Ahrens	Halbert A. Bickham	Don Byrnes	Clark Douglas Crawford	James C. Druyher
Walter John Albright	Barry L. Bickle	Horrace D. Cain	Loel H. Crawford	David B. Dryer
Robert Brooke Aldridge	John William Bieger Jr.	Frank Calderaro	Sharon Rita Crawford	David D. Dryer
Jaime P. Alexander	John A. Biggs	William J. Callahan	Frank Crismon	Edward J. Duffy
James Bruce Alexander	Robert A. Billings	Harold F. Campbell	Gary E. Crittenden	William Dunkle
Floyd Alfson	William H. Birch	Jerry J. Campbell	Clarence R. Cross	H. Mac Dunlap
James R. Allen	Dale I. Bird	Geroge G. Campbell	Joel Crouch	William A. Duzet Jr.
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William C. Allen	Harry L. Bitterman	Richard E. Carlson	Russ Cunningham	David A. Dyer
Raymond A. Amato	Roger D. Bjornberg	William J. Carrigg	Louis E. Da Harb	William T. Eads
Park Oliver Ames	Robert G. Blackwell	James K. Carter	James H. Dahlquist	Robert K. Early
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James C. Andersen	John Charles Bley	Dale E. Cavanagh	Walter Edwin Daniel	Ernest L. Les Eaton
Allan G. Anderson	Thaddeus Bochniarz	John E. Cerisano	Roger Daniels	Robert A. Ebenhahn
David Allen Anderson	Harry Bohner	Clifford W. Chaney	Gene G. Dankenbring	Joe Eberely
Samuel G. Anderson	Richard J. Dick Boland	Charles T. Chapman	James K. David	Robert J. Eccles
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Leo Nelson	Freeman G. Prior	Al Schmitt	Richard E. Stebbins	Arvid Von Nordenflycht
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Kent Parsons	Harry Filer Ropp	Ted Sigtenhorst	Roger L. Thibodeau	W. D. Williams
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Homer F. Peterson	Eugene D. Ruder	Ed Curly Slobodian	James R. Trierweiler	R. John Wisda
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Thomas O. Pierce	Gary S. Sakuma	Bernald S. Smith	James E. Jim Turner	Joseph F. Wolfe
James J. Pifer	Eugene Gino Salegui	Bruce P. Smith	Johnny B. Tweddell	L. W. Woodworth
Joe Pijas	William T. Salisbury	F. Weldon Smith	Wallace Duane Tweden	Earle F. Worley
David J. Pirrie	Gary A. Salman	Thomas W. Smith	Walter R. Tyler	Howard F. Wray
Jay Plank	Richard B. Sanders	Harry L. Smith	Harry S. Tyree	Donald E. Wright
Charles R. Pocher	Clifford R. Sanderson	John A. Smith	Joe Udovch	Francis J. Wright
Robert E. Pollard	Carl L. Sandquist	William E. Smith	Nejat Ramsey Unalp	James W. Wright
Daniel Porter	Byrne B. Sands	Robert M. Snyder	Don Harley Upton	Russell J. Wright
Oakley W. Porter	William L. Sangster	Pete Snyder	Donald L. Utz	Donald L. Wright
Bruce R. Pottorff	Frederick W. Sanzenbacher	Theodore J. Sobota	Ellis D. Van Alstine	Erwin A. Young
Jeffrey P. Poulson	Joseph J. Schenke	James E. Sonnenleiter	Jack Van Kleef	Vincent N. Young
Richard Whitman Powers	James E. Scherer	Wesley Allyn Al Spear	Robert Van Nostern	Robert C. Zelsdorf
Arthur L. Powers	R. F. Schlarmann	William F. Spear	John N. Van Patten	
George E. Press		Cleve G. Spring	Ralph E. Vance	

LETTERS

SAM ANDERSON—Santa Rosa, CA

Hi Ted, Just about to complete 15 years of retirement, and has been a fun time. Shirley and I have been on 27 cruises, from Moscow, Russia- really like St. Petersburg- and Xi'an China, from Norway and down around South America.

In August, at 2:30 am, I went to ER with a terrible pain in my side- kidney stone. Next morning when I was awoke, doctor said I had an abdominal aorta aneurysm (AAA) that showed up on the CA scan. In December I had a surgery to install a stent. A new procedure that installs the stent from the arteries in the groin. Two days in hospital, and about 6 days at home, and I was back to normal. If it hadn't been for the kidney stone, I would never have known of the aneurysm since there are no symptoms, and can be fatal if it bursts.

We appreciate all the work that goes into the *RUPANEWS*. Thanks, **Sam**

BILL ATKINS—Gettysburg, PA

Dear Cleve: It looks like I am a bit late with my postage money, but better late than never. I really appreciate all the time and effort you and all the rest of the staff expend to keep the rest of us informed about our association. I don't like being older and I do miss the flying but I sure am glad I'm not out there now. I really believe that I saw the best of airline flying, the last of the pistons (DC-3 included) and the beginning of turbines (above all the B-727) and M&M and VFR Direct.

All is well here. No more repairs for a while. Two new knees, both shoulders repaired cataracts in both eyes removed and the prostate gone. I think that should do me for a few years. I'm still shooting shotgun and enjoying it as much as ever.

I have a new e-mail (billatk@eanhlink.net) and if I had sent this at the appropriate time, it might have gotten in the new address book. So be it.

Yours truly, **Bill**

LEROY R. BAIR—Gurnee, IL

What a year!! Birthday was December – oh, well. Strive for better “on time” next year. Check is in the mail.

January and February 2004 again found us traveling with the oldest grandson's hockey team. It was an exciting time with the team winning the Northern Illinois Hockey Midget Major Elite Championship and Doug was selected MVP (he was in the net). The current team – we just got back last month from Sarnia, Canada, where they competed for the North American Silver Sticks Championships. They came in 6th out of 14 teams (5 from Canada & 9 from the US – all are area champions in their own right – Canada took first place). Two weeks ago they took the Central States Championships. We got our seeding for the state competition this month – we're 4th seed in the state of Illinois. We'll miss this next year when he goes off to college, but the 6-year-old grandson has started hockey. So there may be travel in our future again.

March we went back to Jim Naze's condo in Kahana, Maui. It's like going home.

April was the annual trip to Mayo – it was five year since my surgery. Have never regretted my decision to having the prostate removed. Doing great with my little blue friend.

In May we took a Vantage tour to the Scandinavian Capitals and Russia. It was out of London (Dover) and cruised on NCL. Liked the free-style dining but not the ship – like Holland America better. The itinerary was fantastic - Warnemunde, Germany (Berlin), Stockholm, Helsinki, St. Petersburg (Moscow), and Copenhagen. The charter flight to Moscow was interesting – like moving time back 50 years. I had already made up my mind that Eva and I would not go if the weather was “iffy” and we would have forgotten the \$500/person tab.

When we got back from the trip, we found my Mother (86) in the hospital and then on to a nursing home. We spent the rest of the summer breaking up her home and the rest of the year in court. My brother took Mom out of the nursing home on the pretext of taking her to breakfast but first took her to a lawyer's office and had her sign away her house and property (15 ½ acres on a golf course). Fortunately, we had her trust in place and the judge

ruled in our favor. \$30,000 later and we are back to where we were. Lesson – make sure you have yours and your parent’s assets in a trust. Our biggest deficiency was not having an older person declared disabled.

September we went back to Gulf Shores, Alabama – as it turned out to be a very short visit. Ivan sent us back north. The eye went right over the condo. It was interesting to see how the area closes up for hurricanes.

At the last RUPA luncheon one speaker said if you haven’t changed your daily spending maybe you had better look at it. We got rid of the boat and resigned from the yacht club. Boy, this is a bummer – you work for a company with the expectations of your pension (what you were promised) and they snatch it away. Enjoying every month of full pay. Guess you can only count on yourself. *LeRoy*

R.A. (Dick) BARROS— Punta Gorda, FL

Dear Cleve, I publicly confess to being seven months late with my postage check. A death in the family, a marriage in the family and four hurricanes have kept us preoccupied the past year.

We’re recovering from the wedding planning and the hurricanes and I’m here to tell you that I’ll take the hurricanes hands down.

Would have sent this year’s postage money but was afraid I’d screw up the bookkeeping.

Our southwest RUPA meetings are well attended (FT. Myers) but I miss many of my old friends from New York, Chicago, Cleveland and Washington. Happy to see their letters in the magazine.

As you may know Hurricane Charley caught us unprepared, going from a category 2 to a category 4 in 90 minutes, while heading for our house. My wife was praying in the hallway and expressed joy when the sun appeared and the 145 mph winds slackened. However, it was merely the eye passing over so I urged her to continue her prayers. They worked. We suffered minimal damage compared to our neighbors. Now if I can only get her to start working on the UAL problem!

Many thanks to all the publication’s workers.

Dick

DAVE & GLORIA BISHOP—DeLand, FL

It’s been a good 6-8 years since I have reported in and yes, I’m still here. My 80th year was worth a report, so here goes.

To start with, on my 80th I decided to find out what those idiots who jump out of perfectly good airplanes did it for. Believe me, I found out; what a blast. You don’t have to worry about breathing when you go out at 13,500’ at 110 mph, your only problem is exhaling. At 5,000’ the chute opens and it is a fun ride down. I highly recommend it to anyone who figures they’re slightly nuts. But do buddy jump!

That was a heck of way to start my 80th year. Then in September Gloria and I went to Sweden to check up on her family, found out we don’t know enough yet so more research is needed here. From Sweden it was down to Berlin for the Berlin Airlift Veterans Association reunion. There is a memorial in Berlin and one in Frankfurt. The two form the abutments of what could be called an air bridge between the two cities. The ceremonies at both places were very moving. The best part of the trip for me was a chance to see a man I flew 75 round trips to Berlin with 55 years ago!

From Germany it was down to the south of France to visit with a long time friend for a week. If you want to be liked in France don’t go to Paris, go to the small cities and Villages. Try them with populations of about 2,000.

From the south of France to London where we spent a day on the Thames and the evenings looking from our hotel room at Big Ben all lit up. Came home on United 747 first class, and that is something else.

Until something else happens that is worth talking about, y’all take care, do well and keep those letters going to RUPA. Don’t know very many names any more but it makes interesting reading.

Many thanks to the editor and staff for a job very well done! *Dave*

DICK BROMWICH—Middletown NJ

Are we are getting just about what we deserve?

If you do not pay dues, ALPA National has about as much interest in your welfare as the man in the moon. You can write all the letters in the world to Duane Worth and I doubt it will do any good, better

to write the PBGC board and ask them to only allow UAL to terminate the pension under chapter 7 bankruptcy or seize the plan now before there is nothing left.

Our union reps at one point in time, decided to allow the company to finance the pensions out of cash flow instead of buying an annuity. There was already plenty of evidence that this could have dire consequences for those in retirement. The failure of Braniff, Eastern and Pan Am, plus other bankruptcies should have been a good warning but greed won out. I can still remember the lame excuse given by the contract road show in Newark as to the question, why no further annuities. Answer: United Airlines would buy an annuity from the cheapest company and they could go bankrupt just as well as United. With a little oversight this could easily have been prevented.

Pilots still working and near retirement are taking big pay cuts, have worthless ESOP stock, poorer working conditions and are also losing their A plan. Considering UAL'S history of management, there is a good chance United will not survive. Looking back at the dumb things we did along the way, fighting for 3 man crew on the guppy, ESOP, and the winner for retirees has to be dropping annuities.

Thank God I am retired; in good health and enjoying it. *Dick*

BETTY BRYAN—Sumner, WA

Another year passed so it's renewal time again. Last year was an exciting one as LAXTR personnel went on a mini cruise initiated by Mike and Liz Fujimori. There were around 90 of us agents, supervisors, operating chiefs and red carpet gals etc. We had a wonderful time partying and telling stories. Wow! There were some stories!

Also exciting was that I learned I'm to be grandmother. My son and wife are expecting their first child in March - a boy who will be named Wyatt Leland Bryan. Since this is my first grandbaby you can imagine how much I've already shopped, and he hasn't even arrived yet. Imagine what I'll do after his birth.

I've decided to sell our 20-acre farm as it has become too much for me to maintain. I just can't keep getting on those tractors etc. anymore. Seems

like all I'm doing is paying taxes on the property and paying people to help me. Don't have any idea yet as to where I'm going or when I'll get there but will let you know my new relocation.

I really enjoy reading the *RUPANEWS* and thank all for their efforts in getting it published. Renewal check being forwarded. *Betty*

LYLE BURHANS—LaFollette, TN LJburhans66@aol.com

Hi Ted,

Just checking in after 2 years in retirement and loving it. Check is on the way to Cleve a year early to avoid being late again. All is well with Judy and I. Our daughter just blessed us with triplets on Jan 3, 2005. All are doing fine and we are on cloud nine with the first grandchildren. RV'ing is still a big part of our life spending 3 months in the Phoenix, AZ area during the winter and the month of August in Durango, CO. East Tennessee is wonderful and we love to have visitors, so give us a call if you are passing by I-75 exit 134 in TN or just fly into our airport, TN44. *Lyle*

TOM DE LASHMUTT—Glenwood, IA

Cleve, Only a slight bit late. Made the big Sixty-five years last month. Somewhat of a sobering experience to get all of that Medicare stuff. I always thought people on Medicare were old! The sobering part didn't harm me even a little!

My personal thanks to Doug Wilsman for all the hard and time consuming work he has done to keep us updated.

Judy and I are very well and very busy. *Tom*

HELENE A. DENTON—Palos Verdes Estates, CA
Hi from Helene:

Bill has been gone 10 years and it hasn't been easy to take on all the finances, repairs and what not to keep up, but I have wonderful help from his two well trained sons. Now the oldest son who is also a pilot for Continental has become my Father. He remembers his Father's orders when he had to go to Denver to attend school on 727. Mind your Mother, do what she asks you to do, and look after her and take care of her we need her badly. When I drove my '92 Buick Le Sabre Ltd. from Los Angeles to

Houston last summer by myself. I wasn't suppose to do this, but I had waited three weeks for my nephew who is an engineer for the Navy and takes care of Destroyers; to come up and drive with me. Each week he had to cancel out because of Navy orders. Sooo I took off. I didn't call my son until I arrived in New Mexico. I was thoroughly sizzled on the phone. I did not have his permission to do this, I was 81 years old, and the car was not new. It had only 56,000 miles on it, but he didn't care, as I did not have his permission to drive it except around the house. Now when he comes to visit me and I pick him up at the terminal, he wants me to drive home and check out my driving ability. Such is life with a role reversal trend with the years.

Helene

BILL DEPNER—Hinsdale, IL

I was ambling along to my 89th birthday when I hit a pot-hole; I'd been complaining for weeks of an arm that would tingle then buzz then hurt, for weeks. Unproductive tests sent me to the hospital; there an MRI scan revealed a malignant tumor on my spine. That was in March and I am now "normal" according to my last two PET scans. That means there are no detectable cancer cells visible in me. To get to that point I had ten shots of radiation and 8 months of "Chemo" therapy. That bothered me not a bit until the eighth session, which sucked out 80% of my energy and 100% of my initiative. I could do small tasks for short times until, like an old car battery I needed frequent recharging rests. I had never been a hospital patient before, and since I had no pain or nausea, I found it interesting, and the tests fascinating. I had two MRIs, two bone marrow aspirations, 3CT or cat scans, a bone scan, X-rays of lungs, spine, stomach and upper GI, two PET scans. My hair is coming back after I saved over \$30 in hair cuts, \$3.75 in mustache wax and razor blades. Bert, my wife picked up the slack I left and does a great job. I am trying to get rid of the five pounds I put on with the radiation diet which sez eat whenever you are hungry, including butter, cheese and mayonnaise. I gained weight instead of losing it! Bert meanwhile has envious eating habits- she maintains her 100 lbs on a five foot frame. She is a gorgeous gal!

Cordially, *Bill & Bert*

BARRY DIXON— Las Vegas NV

Dear Ted:

Cheque is in the mail to Cleve.

Just a note to update. The past year seemed to go rather quickly. We didn't do our usual all summer jaunt via motorhome this last year. Trying to save a few shekels. We did manage a DEN trip and a week in Santa Cruz as well with the MH.

For the past few months I have had some symptoms akin to heart problems, so checked in with the Dr. He sent me to a cardiologist, who gave me a stress test with the same feelings. Recommendation was an Angiogram. That I passed with flying colors. Now I need to find out what caused the symptoms. Next week is the follow-up visit to the Cardiologist, after the Angiogram, with hopefully some answers.

Thanks to Ted, Cleve, Bruce and all the associated worker B's for the efforts extended to us all. The RUPA website is great for keeping abreast of most of the news. *Barry*

BOB DUCKWORTH— Rowayton, CT.

Hi Ted,

Things are OK here, except that my son's way of saying happy birthday was: Wow! Seven decades! I Had to suspend flying for a month after dislocating a shoulder while surfing with the grandchildren on the Jersey shore. Physical therapy seemed to pretty much take care of it. Now, once again, I'm enjoying flying light planes and gliders, and "camping" in our trailer on our glider club airfield. Jean goes also, as she enjoys the camping and the socializing.

Went to the "New York Skyscrapers" luncheon a couple of months ago, and enjoyed seeing the gang. The check is in the mail to Cleve. *Bob*

PETER DULKEN—Evergreen, CO

My new knees (installed summer 2003) are enabling me to do stuff I haven't been able to do for years, and without pain. Hiking, sailing, teaching skiing, going here and there with 'Harley' and just doing lots of stuff keeps me plenty busy. Regards to all and thanks to the staff at RUPA for keeping us all together. Checks to Cleve, et al. *Peter*

AFTER FANFARE, AIRBUS A380 NOW MUST PROVE IT CAN FLY

AFP: 1/19/2005

PARIS, Jan 19 (AFP) - After its glitzy debut, the new Airbus super-jumbo jet A380 now must prove soon it can fly, and eventually turn a profit.

Airbus unveiled the world's biggest passenger jet Tuesday at a spectacular sound-and-light ceremony in Toulouse, southern France, where the leaders of France, Britain, Germany and Spain cheered Airbus' latest victory over Boeing for aviation dominance.

The spotlight moment came as Airbus celebrates its second straight year of besting Boeing in global aircraft sales, and an estimated 57 percent share of the passenger aircraft market.

At the ceremony in Toulouse, where Airbus is based, the company's chief executive Noel Forgeard indicated the maiden test flight for the A380 would be held in late March or early April. But the exact date will be kept under wraps to "not put pressure on the test pilots," he said.

Indeed, time is short for the grandest project envisioned by the European aircraft maker to take a reality test. The Airbus flagship is due to enter service next year. The stakes could hardly be higher.

The development cost of the project amounts to 10.7 billion euros (13.9 billion dollars), borne by Airbus which is 80 percent owned by the European Aeronautic Defence and Space Company and 20 percent by BAE Systems of Britain. Airbus expects the project will break even in 2008 with the sale of 250 A380s. Currently, Airbus has firm orders for 139 of the planes from 13 airlines around the globe.

The behemoth, the world's first double-decker passenger plane, carries a catalogue price of 263-286 million dollars, however, aircraft discounts are commonplace. Once past the break-even point, Airbus is banking on selling 35 A380s a year.

For Claude Lelaie, the Airbus chief of test flights who will make the inaugural A380 flight with his chief test pilot, Jacques Rosay, the moment of truth begins simply. "Fear -- there's not much time to think about it," Lelaie told Europe 1 radio Wednesday. "The first flight is an extremely simple flight, in itself. We begin with just getting to know the plane. We have to find out what's in its belly," Lelaie said. "You have to see if the landing gear pulls up right, how the plane behaves at a fast speed, if the flight controls are well-adapted... and bring the plane back down safely," he said. Nevertheless, parachutes are a must for test pilots. "Yes, it's true that we have a parachute on our backs and an evacuation hatch," he said in the radio interview. "Perhaps not for the first flight, but for the later ones in which we'll test the plane's vibration norms and we try very, very high speeds to test its limits compared with normal flight, there is a little more risk." Asked about the date for the test flights, Lelaie replied: "We will fly when the plane is ready. As for us, we are ready."

The public will get its first look at the A380 super-jumbo jet at the Paris Air Show in June. And the first commercial deliveries -- to Singapore Airlines -- are due in the first quarter of 2006.

The A380, which will break the monopoly held by Boeing's 747 on the super-jumbo market, represents a huge economic gamble for Airbus and symbolizes the emergence of Airbus as king of the skies. The program, launched in December 2000, banks on a strategy of transporting huge numbers of passengers.

Boeing, for its part, is skeptical about the A380's commercial prospects and instead sees the need for long-distance, fuel-efficient flight, embodied in its future 7E7 plane. Beyond the two rivals' differences on strategy, they do agree on at least one thing for their future planes: Both companies have chosen blue, grey and white color schemes.

FRED DWYER—Grants Pass, OR

From the 247 to the Big Jets were my happy 38 years in Weather and Dispatching with UAL. I'm now 93 and rapidly slowing down to a careful walk. *Fred*

ROBERT GIFFORD—Carmel, Ca

Hello Ted,

Greetings from the central coast. Thank you and all the others for the fine publication called *RUPANEWS*. Also, kudos to Doug Wilsman for the work he does keeping us educated and informed about our pension problems.

I would like to endorse the remarks made by my friend Stokes Tomlin. He wrote a few months ago about how happy he was with his Toyota Prius. I took delivery of mine last November after a six month wait. The car has exceeded my expectations. A couple of weeks ago, on a sunny Sunday morning, Mary and I drove down the coast highway to Big Sur for breakfast. For those who have not traveled that road it is a two lane, hilly road with many tight curves. Normal driving speeds would vary between 25 and 55. The 51 mile round trip used 9/10 of one gallon. Low 40's around town. All that and fresh air too. What more do you want? There is one more thing for the thrifty pilot. Go to line # 35 on your 1040, write in clean fuel and deduct 2K from your AGI. Who says Dubya can't simplify the tax code?

One other new thing around here. At the urging of a friend from Monterey we went over to the SPCA. She said we needed a dawg. I said I don't think so. Well, we returned with a three year old Jack Russell Mix. We call her Annika and she has bonded with Mary. Now, before I go to sleep I have to pull her squirming little body away from my wife and put her in a nearby chair. Thank you, Judy Quintana. Kidding aside, she is a real girlie girl and we love her.

Adios, *RG*

CLAY GOLDEN—Grants Pass OR

What a reflective year this has been for those of us who started our careers in the middle of this fabulous industry's history! We have been witnessing drastic changes in our beloved lives dedication in

the past, and they were certainly accelerated this past year. Our best laid plans for the future have been threatened and now lay open to the plunder of modern management practices begun in the 70's, with de-regulation. We would certainly plan for the future, and possibly have a different approach to our chosen careers if we faced the prospects facing our successors today.

Many of us came aboard when we were looked upon as assets by our executives, and this was for all employees from top to bottom. We were not used as pawns in a game of another few million dollars for them if they could con us into giving up our hopes and pride and accept the leftovers from corporate plundering!

I am truly grateful for the career I had with good OLD U.A.L. In looking back over the time I spent in the three seats I occupied, I now cherish the many opportunities that were available to me flying the Friendly Skies. I remember the praise all employees for a job well done, and the pride we all had in our Company. It showed in our working and private lives. Mr. William Patterson was not only a great leader, but one of the greatest executives in our industry. There were others who also excelled but he set the example for the industry. Every Airline wanted to be as good as United. He had a "Rule of Five" that governed the ethics and conduct throughout United, both to customers and employees, including management. The Airline was sincere and genuine. Alas, we're now into another completely different philosophy. I'm really grateful for the warmth and rewards for the career I experienced with United; Life under Ferris excluded!

This past year has bought about many losses of those who paved our career paths. We may have lost the physical presence but not the fond memories we have for those who went before us in our industry. Many were true pioneers in our profession while others added inspiration and encouragement to those of us following after. May they all fly West in smooth and rewarding skies.

As for my year past, a very quiet one over all. Golf, Square Dancing, and Bowling still comprise most of our exercising. Neither of us excel at these pastimes, but are still able to get out and about to participate, and keep interested in positive aspects of living. Our age bracket brings on so many chal-

lenges to health, it's good to have positive outside physical activities to keep the body going with as few maladies as possible. I really enjoy and appreciate the many medical articles passed on by our readers. We really need to keep on top of pertinent developments. We did take a long dreamed of vacation last fall. It started with an Air Force Pilot Class reunion in Kentucky in late Sept. We then pointed our motor home East and leisurely toured and visited many of our more famous historical spots on the East and North East coast. Wash. D.C., Philly, N.Y. City, Boston, Plymouth, Salem; on to New Hampshire and Maine to view the spectacular fall foliage. Then on North to Quebec City, some of N.E. Canada and down to Niagara Falls. We spent over two months but needed a year for all there is to see! The Udvar-Hazey museum is a must. It is far from finished but a real thrill for anyone with flying interests. We were happy to land safely once more in our cherished Oregon habitat, but there are so many other places that can use our admiration!

I pass on my best wishes and hopes for all our members happiness, and continued income. There are so many memories I cherish of fellow employees through my years with good OLD U.A.L. Appreciation to those of you still folding, stuffing, and compiling this fine publication. *Clay*

RUSS HACKETT—Inverness, FL

Twelve years into retirement and Barb and I still enjoy good health and quiet living in the "sticks" of Inverness. We enjoyed a great trip to London on United this past summer. Our return was on Continental from Glasgow, both first class, and in our opinion United is still number one. The difference was in the people. The London based flight attendants on United were much more professional and friendly in comparison to those on Continental. It was comforting to see that United's treatment of its employees apparently hasn't affected their job attitude. Just so you don't think we've lost our minds and paid for first class tickets on Continental, we should explain that our youngest son is President of Gulfstream International Airlines based in Fort Lauderdale; he used his status to arrange our travel on Continental, to which Gulfstream is affiliated.

I recently attended a regular meeting of the "Hangar Flyers" at the Villages, which is a huge development East of here, on the occasion of a talk by Dick Russell on the TWA 800 tragedy. Dick was introduced by Odie Odom who lives in the Villages. Also present was Hal Storey, another resident. It was great to be with some of the "New Yorkers" again.

I've been in the process of building an RV-7 kit plane for over a year. Answering the question "what am I going to do today?" is never a problem. I would guess I'm close to half finished but every time I think I'm making progress another phase is introduced and the light at the end of the tunnel goes dim. Currently working on the canopy, which is like walking on egg shells. Trimming and fitting Plexiglas can be very challenging. Just took delivery of an HVLP paint spraying unit which opens up another adventure (sometimes called a "can of worms"). If anyone is interested in these kits by Van's Aircraft in Oregon, they have an excellent web site at www.vansaircraft.com. All I have to do now is live long enough to finish and fly it.

My thanks to all who make *RUPANEWS* work. Most interesting to read about retirees and United every month. God bless you all. *Russ*

DOUGLAS HORNE—Santa Rosa Beach, FL

Hello Anyone; It's my birthday month and on my exact birthday I got a form letter from UAL letting me know that they were about to stiff me out of some of my retirement income. Any chance that Ferris, Wolff, Edwardson, et al got the same letter? Anyway, for the last year I've been working part time as a bagger at the local Publix supermarket. I know it doesn't have quite the cache of a Wal-Mart Greeter. The reason I mention Publix is that they've been listed among the most admired companies to work for by Fortune Mag. Even being at the bottom of the organization ladder, I can see why; they treat their employees as responsible, mature adults, the managers have real leadership skills, and there's a mutual sense of trust and respect. Other than at the local level (JFKFO being outstanding) I sometimes felt that our senior management was rather weak in the above qualities.

I'm proud to say I graduated at the top of my class at the International School of Bagging, a subsidiary

of Wassamatta U., Frostbite Falls, MN. The final exam consisted of one question; At Publix you ask the customer: A. You want fries with that?, or B, Paper or plastic? I was the only one to get it right on the retest.

I'm glad to see RUPA involved in our predicament and URPBPA fighting for our rights and have been happy to send in my contributions. However, if UAL manages to foist off my remaining pension on the PBGC, I won't feel too much guilt by paying to fly on Airtran, Southwest, Frontier, etc.

One last thought. I may be wrong, but as I understand it, American has lost less money and has lower operating cost than UAL; and without the protection of Ch. 11. That right? If so, how come? Check is in the mail. *Doug*

GEORGE HOWELL—Rolla, MO

Ted,

The December issue of the *RUPANEWS* came today, and as happens so often, I sat down to consume it post haste. Per usual the *RUPANEWS* is excellent!!! I really enjoy reading it! Thank you, and all of the other helpers, for all that you do in bringing this publication to me.

This month's issue had an article on cholesterol which advice I have believed in for quite some time, and practiced.... stay away from statins; cholesterol will not kill you. To say that cholesterol is the culprit in peoples' death is like saying that cops are the killers just because you find them at most homicide scenes.

And there was another article entitled, "Read Your Body's Vitamin D Clues", that I wish to alert everyone about. If a certain group of people follow that advice they will be "shooting themselves in the foot".

While there is much new knowledge that shows what the article mentions, that most people need vitamin D, there is some cutting-edge knowledge that is available to the public for only about the last two and a half years, discovered by Dr. Trevor G. Marshall, PhD, a medical researcher, that there is a group of people that vitamin D is not needed, and in fact, helps to cause much suffering, in the way of crazy symptoms, which go by many different disease names. The people that are involved are those that have a dysfunctioning vitamin D regulation

system, and, have been infected with a CWD (cell wall deficient) bacteria of some nature. [*Such as with Lyme Disease-Ed.*] There are at least fifty-eight varieties of CWD bacteria known at this time. Who knows which CWD might be the one causing a particular person's problems?

I had cataracts removed this past January in both eyes over two weeks time. Almost immediately, I noticed a burning sensation in my eyes. I mentioned it to my eye doc, who said that that happens to some percentage of his patients... "Wear sunglasses!"

In June, 2002, I had a group of screening ultrasonic tests done to check my carotid arteries for blockage, condition of an abdominal artery, peripheral circulation, and bone density. I was given flying colors for the first three, but was told for the fourth that I "was at high risk for bone diminishment". Knowing that vitamin D is needed for absorption of calcium, I started taking some... in fact, slowly increasing to about 16,000 units a day. You know the old saying, if a little is good, a lot should be even better. I also read of some reports, one done at the U of Chicago Med. School, circa 1935, that showed that as much as 100,000 units a day were safe. Yes, there was another report that showed that as little as approximately 14,000 units a day could be toxic that was done by seven medical students. This latter report was done using plant based vitamin D, ergocalciferol, while the former study used animal-based vitamin D, cholecalciferol.... if I remember the names correctly. A second study was done at the LSU Med School just a few years after the U of Chicago study that confirmed the Chicago study. I had myself checked by bone density machine at the Washington University School of Med. in St. Louis in the fall of '02, which study showed that I did have osteopenia (approaching osteoporosis), in at least one hip, and on the way in the other hip, also. I wondered about these reports of mine because I had been taking 1,000 to 1,500 mg of supplemental five-source calcium, with some vitamin D, since about 1984. I thought that I was protected!!! Wrong!

Just two months prior to this bone density test, I had had a chest x-ray done which showed that I had calcified granulomatous disease in the chest area. This disease is the depositing of calcium in soft tissue. The medical docs that I consulted could give me no explanation for these phenomenae..... mean-

ing just that.... conditions in the plural, which conditions were just opposites, so it seemed. Calcium leaving bone, and being deposited in soft tissue.

Then, in 2003, I had a thirty-four hormone test panel done, which showed my hormones to be all over the place. Some that should be low, were high, and vice versa. Again, no known reason by the medical docs!

On June 9 of this year, I read the website www.sarcinfo.com that was suggested by a writer-of-a-medical-newsletter to a group that I am a member.

After reading that website for a few hours, I realized that I had what Dr. Trevor Marshall, PhD, calls a "Th1 inflammation" problem... my 125 D-hydroxal hormone was too high... way too high it turned out! Up to a certain level, 125D is NEEDED, but above that "certain" level, the 125D becomes toxic, with bad results. The high 125D level was the cause of my resorption, taking calcium out of my bones, and the depositing it into my soft tissue, the beginning of what medical docs like to call sarcoidosis, and causing havoc to my hormones. The imbalance in my calcium/magnesium ratio is what is probably causing my lower leg muscle spasms/cramps at night, and my peripheral neuropathy.... my fatigue. The burning in my eyes was the easiest clue. I am one of those people with a dysfunctional vitamin D regulation system. I had experienced "sun poisoning" many times when I had gone bare-boat sailboating in the Virgin Islands years ago. But it was only a nuisance until I was bitten by a bad tick which gave me a CWD bacteria... one that causes borreliosis. Borreliosis is the overall family name to which Lyme disease is one of two named diseases that the CDC (Center for Disease Control) recognizes. The other is Lonestari disease. Nomenclature similar to saying that Hong Kong B flu is just one of the influenza family. My borreliosis gave me my CWD bacteria. Other folks may have gotten a different CWD bacteria to cause their Th1 inflammation. Some folks may have more than one variety of CWD bacteria thriving in their bodies.

Vitamin D is NOT a vitamin!!!! It is truly a hormone! The vitamin D that we eat/drink can be stored in the body. This product is called 25 D-hydroxal. It then goes through the kidney and is transformed into 125 D-hydroxal... the active hor-

none. It is at this point of conversion that some people lose SOME of their ability to regulate the "vitamin" D.

Our bodies are also capable of manufacturing 125D in our skin, from cholesterol (yep, we NEED the stuff to produce our hormones that the medical docs are all screaming to reduce to nothing by taking statins, etc), and OUR EYES. Our eyes have a separate system to produce the 125D hormone from the rest of the body.

Contrary to what the medical docs all think, ALL light, not just sunlight with its UVA and UVB, causes 125D hormone to be produced in our skin and in our eyes. These are more possible sources of uncontrolled 125D hormone production.

Then, enter the CWD bacteria into the picture. They, using human angiotensin, cause the macrophages, in which they live and thrive, to produce even more 125D hormone, causing the macrophages to grow into super macrophages, which production of 125D of course is beyond control by the human body. The cycle becomes a vicious circle! All kinds of bad feelings that we have come to know as disease then ensue. The medical docs like to assign these diseases the tag of "auto-immune disease". There are many of them, with many symptoms! However, many of them are in reality just TH1 inflammation symptoms. It may include Lou Gering's disease, Parkinson's disease, r. arthritis, MS, fibromyalgia, and who knows what else. The knowledge is really just starting to be learned.... thanks to medical researcher Dr. Trevor G. Marshall, PhD, and his teammate wife, who has a degree in pharmacology. These CWD bacteria have a receptor for human angiotensin, which when found on the bacteria, causes the human body's immune system to be unable to discern that the bacteria are invaders, and unable to kill them as they do other bacteria and other invaders.

Will I get better? Will I be cured? I do not know, yet! The process/treatment is not an overnight process. I was feeling much better by the initial part of the treatment of staying out of light, all light, and not consuming products with so-called "vitamin D" in them. Not an easy task! But doable! Due to circumstances somewhat beyond my control, I became too relaxed in this regard of staying out of light, and I have regressed with my symptoms. But I know the cause!!!! And what to do!

When you go to the sarcinfo website, read the lines of information at the top of the page, then go to the links contained in the box on the left. If you can handle more challenging information, go to the links in the box on the right for the scientific papers. When you read the name "sarcoidosis", substitute any name of an autoimmune disease that you may have to see if the MECHANISM and symptoms might apply to you. Also, a second website, www.marshallprotocol.com, was established by Dr. Marshall for some other diseases. I would suggest that when you go to this website that you go to the HELP tab at the top of the homepage to learn how to navigate around the website. Remember that both websites contain both theory/papers, and peoples' experiences with the Marshall Protocol. Both sites are bulletin-boards established by Dr. Marshall to disseminate his information to other sufferers. He has turned around a diagnosis that he had only eighteen months to live, that his sarcoidosis was going to kill him in that length of time.

If you want to see some very good pictures of the CWD bacteria and their different stages, and how they live and thrive within our bodies, go to

<http://autoimmunityresearch.org/borrelia-survivalunderadverseconditions.pdf>

This is "stuff" that your medical doc did NOT learn about in medical school, and has been too busy prescribing pills to surf the net to learn about. Most of them will react with the expression, "I don't know anything about that!" And I agree! They probably don't!

Anyone that wishes to discuss this with me, can contact me at geokate@fidnet.com George Howell

Ed. Note: There is a related article, "The New Great Imposter" which is too long for the RUPANEWS.

Back before penicillin, syphilis was known as the Great Imposter because its symptoms mimicked a large number of serious diseases. Today, that title belongs to Lyme disease, which was initially thought to be caused only by a tick bite is also known to be spread by mites, fleas and mosquitoes. It may even be passed from an infected person through sexual contact; much as syphilis can.

If you send me your email address, I will send the article to you. tlarusson@comcast.net

B.P "BOB" HUSKEY—Hendersonville, NC

Approaching nine wonderful years of retirement, and it is better than I had any right to expect. It remains to be seen whether or not the retirements of us old guys will be badly affected by UAL's present financial straits. It goes without saying that the careers of lots of the remaining folks at UAL will be adversely affected. We can only hope the situation will improve. *Bob*

CARL B. JORDAN—Port Charlotte FL

I wonder if anybody can top my use of NRSA passes. I've been using them since 1936 - - that's 69 years. To prove the point, here's a photo of my dad taking me on a pass on one of his American Airlines flights in 1936. (I'm age 3 and in my dad's left arm.) The occasion was the fact that my grandmother was taking her first flight. It was from Chicago to Detroit, and I went along. Dad had been flying since 1927, but didn't hire-on with American until 1935. Grandma wouldn't fly with him in his barnstorming planes (a KR-31, a Pheasant, and various Eaglerocks), but finally did go along in this "modern" airliner - - which was, by the way, a Curtiss Condor. For the younger retirees who might not know, this "modern airliner" was a fabric-covered, twin-engine biplane. Hey, how many or us can claim to have ever ridden on a biplane airliner? Dad retired off B-707s. Going from Condors to 707s was quite a transition during any pilot's career. We sure don't see that dramatic of a change anymore. (When the DC-3 entered service, he lauded it as "the ultimate airliner." Little did he know!)

I had my own passes on American after I became an aircraft mechanic for them in 1951. I joined the Air Force during the Korean War and kept pass privileges while on military leave of absence. I began flying for Capital Airlines on August 3, 1956. This means I've had 69 years (so far) of NRSA pass privileges. I'm not sure that I even remember how to buy a "real" ticket. If United were to eventually fold, I've still got passes on Southwest Airlines, my daughter's outfit. So, it looks as though I might be destined to become the airline freeloader of all time, huh? *-Carl*

ATTORNEY'S ADVICE -- NO CHARGE

A corporate attorney sent the following out to the employees in his company.

1. The next time you order checks have only your initials (instead of first name) and last name put on them. If someone takes your checkbook, they will not know if you sign your checks with just your initials or your first name, but your bank will know how you sign your checks.
2. Do not sign the back of your credit cards. Instead, put "PHOTO ID REQUIRED".
3. When you are writing checks to pay on your credit card accounts, DO NOT put the complete account number on the "For" line. Instead, just put the last four numbers. The credit card company knows the rest of the number, and anyone who might be handling your check as it passes through all the check processing channels won't have access to it.
4. Put your work phone # on your checks instead of your home phone. If you have a PO Box, use that instead of your home address. If you do not have a PO Box, use your work address. Never have your Social Security number printed on your checks. (DUH!) You can add it if it is necessary. But if you have it printed, anyone can get it.
5. Place the contents of your wallet on a photocopy machine. Do both sides of each license, credit card, etc. You will know what you had in your wallet and all of the account numbers and phone numbers to call and cancel. Keep the photocopy in a safe place. I also carry a photocopy of my passport when I travel either here or abroad. We've all heard horror stories about fraud that's committed on us in stealing a name, address, Social Security number, credit cards.

Unfortunately, I, an attorney, have first hand knowledge because my wallet was stolen last month. Within a week, the thief(s) ordered an expensive monthly cell phone package, applied for a VISA credit card, had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record information online, and more. But here's some critical information to limit the damage in case this happens to you or someone you know:

1. We have been told we should cancel our credit cards immediately. But the key is having the toll free numbers and your card numbers handy so you know whom to call. Keep those where you can find them.
2. File a police report immediately in the jurisdiction where your credit cards, etc., were stolen. This proves to credit providers you were diligent, and this is a first step toward an investigation (if there ever is one). But here's what is perhaps most important of all: (I never even thought to do this.)
3. Call the three national credit reporting organizations immediately to place a fraud alert on your name and Social Security number. I had never heard of doing that until advised by a bank that called to tell me an application for credit was made over the Internet in my name. The alert means any company that checks your credit knows your information was stolen, and they have to contact you by phone to authorize new credit.

By the time I was advised to do this, almost two weeks after the theft, all the damage had been done. There are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert. Since then, no additional damage has been done, and the thieves threw my wallet away. This weekend, someone turned it in. It seems to have stopped them dead in their tracks.

Now, here are the numbers you always need to contact about your wallet, etc., has been stolen:

- 1.) [Equifax](http://www.equifax.com): 1-800-525-6285
- 2.) Experian (formerly TRW): 1-888-397-3742
- 3.) Trans Union: 1-800-680-7289
- 4.) Social Security Administration (fraud line): 1-800-269-0271

We pass along jokes on the Internet; we pass along just about everything. But if you are willing to pass this information along, it could really help someone that you care about.

Submitted by *Floyd Alfson*

PILOT RULES

Old but still good....

The only three things a wingman should ever say are:

1. Two's up.
2. Lead, you're on fire.
3. I'll take the fat chick.

And in a multi-place aircraft, there are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the fat chick.

As a new copilot on a bomber I was told to say these three things and to otherwise keep my mouth shut and not touch anything:

1. Clear on the right.
2. Outer (marker) on the double (indicator)
3. I'll eat the chicken. (Crew meals consisted of one steak and one chicken to avoid possible food poisoning of the cockpit crew).

About Pilots:

1. As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.
2. You can't fly forever without getting killed.
3. As a pilot only two bad things can happen to you and one of them will. a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane.. b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane..
4. Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.

5. There are Rules and there are Laws. The Rules are made by men who think that they know how to fly your airplane better than you. The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

6. More about Rules: a. The rules are a good place to hide if you don't have a better idea and the talent to execute it. b. If you deviate from a rule, it must be a flawless performance. (e.g., if you fly under a bridge, don't hit the bridge.)

7. The pilot is the highest form of life on earth.

8. The ideal pilot is the perfect blend of discipline and aggressiveness.

9. About check rides: a. The only real objective of a check ride is to complete it and get the bastard out of your airplane. b. It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.

10. The medical profession is the natural enemy of the aviation profession.

11. The job of the Wing Commander is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.

12. Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-piloted aircraft.

13. It is absolutely imperative that the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

14. He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

15. If you're gonna fly low, do not fly slow! ASW pilots know this only too well. (Amen)

16. It is solely the pilot's responsibility to never let any other thing touch his aircraft.

17. If you can learn how to fly as a 2nd Lt and not forget how to fly by the time you're a Maj. you will have lived a happy life.

18. About night flying: a. Remember that the airplane doesn't know that it's dark. b. On a clear, moonless night, never fly between the tanker's lights. c. There are certain aircraft sounds that can only be heard at night. d. If you're going to fly at night, it might as well be in the weather so you can double count your exposure to both hazards. e. Night formation is really an endless series of near misses in equilibrium with each other. f. You would have to pay a lot of money, at a lot of amusement parks, and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single-engine night weather flight.

19. One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

20. At the end of the day, the controllers, ops supervisors, maintenance guys, weather guessers, and birds are all trying to kill you and your job is to not let them!

21. The concept of "controlling" airspace with radar is just a form of FAA sarcasm directed at pilots to see if they're gullible enough to swallow it. Or to put it another way, when's the last time the FAA ever shot anyone down?

22. Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.

23. It is a tacit, yet profound, admission of the pre-eminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.

24. Remember when flying low and inverted that the rudder still works the same old way but hopefully your IP never taught you "pull stick back, plane go up".

25. Mastering the prohibited maneuvers in the Natsops Manual is one of the best forms of aviation life insurance you can get.

26. A tactic done twice is a procedure. (Refer to unpredictability discussion above)

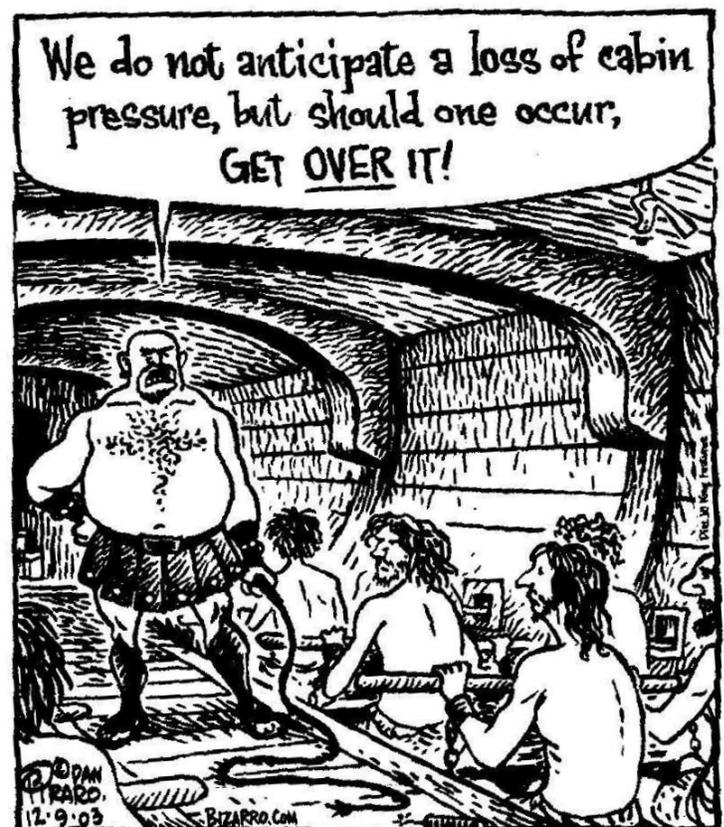
27. The aircraft G-limits are only there in case there is another flight by that particular airplane. If subsequent flights do not appear likely, there're no G-limits.

28. One of the beautiful things about a single piloted aircraft is the quality of the social experience.

29. If a mother has the slightest suspicion that her infant might grow up to be a pilot, she had better teach him to put things back where he got them.

30. The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward ...and wish.

BIZARRO Piraro



ROBERT H. KOHLER—Camarillo, CA

Cleve, It doesn't seem possible that it is 25 years since I flew my last flight for United.

I look forward to receiving the *RUPANEWS*, and appreciate the efforts of those who work to put it together.

Take care, *Bob*

MARV KRUSKOPF—International Falls, MN.

It appears that every subject imaginable gets commented about and so I can't add much except to say how much I enjoy reading the RUPA magazine. It keeps a fella in the loop and I have often wondered why many retirees haven't joined. This magazine is the only practical way to touch bases with old airline acquaintances.

I'm down to one old 1967 Mooney M20E and should use it more than I do but the over-all national weather picture has been too unstable to operate over long distances this winter.

In October I flew an old Cessna 172 back from PDX to northern Minnesota. There is nothing that demonstrates better what a challenge the Rockies can be than to fly over them in an unsupercharged light aircraft. This was my fourth crossing of the Bitterroot's in Idaho with this plane. Couldn't help but marvel at how the pioneer air mail pilots ever maintained any sort of a schedule especially in the winter.

Checks on the way to Cleve! *Marv*

F. R. BUD MC FALL—Kamuela, HI

Cleve, I'm five months late, or 17? I must be taking this laid-back life style too seriously!

Seven years living in Hawaii, and very much enjoy the climate; snow on the mountain tops and 78° water at the beach. Yes! Nice people and quiet neighborhood here.

My main goals since retirement have been to live out my fantasies, so I converted my home power to total solar. I cook with two solar ovens, great fun and easy on the environment.

The cost of gas, electrics and water are probably the highest in the country here on the Big Island. I bought a hybrid car that averages 54mpg, and that helps keep down the cost per mile, but I'm holding off on digging a well since they are about one million dollars per copy.

My other fantasy is that someday I will understand just how women think! Seems I've got a long way to go on that one.

Take care, Aloha, *Bud*

TOM MCGEE—Napa, CA

Hi Cleve, Oshkosh Airventure has been checked off by the McGee's. Annie got to see the slot position of the T-28 in formation. She was very quiet on the intercom. Visited dear Marine friends on the way east, and visited son and grandson in Minnesota on the way home. My son was in the backseat when we flew into his hometown airport on the wing of another T-28.

Made a wonderful diversion when flying from Cut Bank, MT, to Spokane. Over the Rockies at 16,500 began a rapid descent to avoid thunder bumpers and had to land at Sand Point, Idaho. Found a room on the shores of Lake Pend Oreille, one of the most gorgeous sights we've ever seen. Watched the mountains disappear in the rain, symbolic of the future disappearance of our pensions.

Sure enjoyed the get together at the bar the evening of the RUPA SFO Holiday dinner.

Good Lord willin and the creek don't rise, see ya this year. *Tom*



F. A. MORTON, JR.—Centennial, CO

Cleve—this is really late; however at age 71, seems like a lot of things are late.

I remember at Council #33 retirement bash, just prior to ESOP, I was asked to say a few words which I did quite well, considering I was not in the cockpit and had to look them in the eye, fact to face. Anyway, I ended my talk with this.

“There seems to be light at the end of the tunnel, let’s hope it’s not the train.” And look as us now!

F. A.

W. E. “BILL” MOSSOP—Boulder City, NV

Renewal time. On schedule. Check enclosed. Thirteen years into the program. I still see a few well-regarded names in our August publication besides the ones on the back page. Particularly well regarded are those on the second page. Thanks Guys. I still enjoy flying the Bonanza and try to remain current. My insurance company requires me to have an FAA physical and an instrument certification check annually. These requirements were laid on after I passed age seventy, for no other reason I could see.

Oh yes, for those of you that might have a prostate concern, I had surgery in October by the “green laser” procedure. It replaces some earlier procedures by vaporizing the unwanted tissue. I went home the same day. Recovery was rapid with minimum discomfort. I feel like I’m twenty-five again in that department. Questions? Ask me.

billmossop@earthlink.net

All the best, *Bill*

FRANK NAGY—Gaines, MI

Dear Ted & Cleve;

Gentlemen: I'll try to get a short note to RUPA a little ahead of my (MAY) "CUT HIM OFF" deadline. The old system of print seems to be back with us and I'll try to fit the writing into as small a space as will fit the page. Maybe this will fit your workload a bit too. I, like a few others, am slightly removed from the airlines' busy roadway structure and find that RUPA keeps us informed as to the happenings on line; thanks to you and some of the other line pilots? We are not completely in the dark about the long-range happenings on line. When

good ol' UAL is back on the mend in the earnings department, and has more money than they know what to do with **** do you suppose they might re-instate some of our drug money assistance? The very simple fact is, the older we get the more pills we need in our medicine chest. Maybe the next time they get in a bind, the industry will look elsewhere for assistance and leave us old people to travel our doddering footpaths to trails end. Check enclosed. Keep up good/work! *Frank*

Thanks for the effort at formatting your letter, Frank, but it isn't necessary. Just make the print as clear as you can so the scanner can read it and put the words into the computer. After that, we can make the letter any shape we want.-Ed.

J. E. SKIP O'HALLORAN—Spokane, WA

Hi Cleve, I noticed that the Directory doesn't have my new email address: jeoh@earthlink.net, my fault. My only excuse might be that a lot of my time is spent locating my remote controls and cordless phones after putting them down somewhere.

I have started enjoying the benefit of being a GEEZER, and that seems to be access to Elderhostel programs. My first one was six days of fly fishing trout streams at Crowsnest Pass, Alberta. My next one is at Tofino, BC, watching Gray Whales. It looks like there will be at least a couple more for me each year for the foreseeable future.

Thanks for making the *RUPANEWS* such a great resource.

Sincerely, *Skip*

DON OWENS—Twisp, WA

Hi Cleve and staff, Pat and I have been living in North Central Washington for a couple of years now. We bought one hundred sixty acres of beautiful but bare ground and have been building ever since. We now have the house and barn finished and it is time to relax. We have horses, barn cats, chickens, dogs and grandkids to come and enjoy.

I can see the Twisp Airport from the ranch and hope to have my RV-7 project finished eventually and do some more flying.

I appreciate all your work that goes into keeping RUPA going and keep everyone in touch. Checks in the mail! *Don*

ALCOHOROSCOPES

PISCES:

FEB 19-MAR20

Drinking style: If you're a Pisces, you've probably already heard that you share a sign -- and an addictive personality -- with Liz Taylor, Liza Minelli and Kurt Cobain. Not only do Pisces like to lose themselves in the dreamy, out-there feeling that only hooch can give, but they build up a mighty tolerance fast. Who needs an expensive date like that? On the other hand, they're fabulously enchanting partners, whether in conversation or in crime. With the right Pisces, you can start out sharing a pitcher of margaritas and wind up in bed together for days. The phrase "addictive personality" can be read two ways, you know.

Trademark Cocktails: Pisces rules fresh mint, and they do love a mojito or three -- though a julep will do just as well. They also like punches, like sangria or the oh-so-aptly named fish house punch. (Pretty much anything will satisfy a Pisces in a pinch, though -- "drinking like a fish" is an idiom pulled out of the zodiac, not the deep blue sea.) Pisces is a chocoholic and loves creme de cacao (and spiked cocoa).

Drinking buddies: Drew Barrymore, Chastity Bono, Chelsea Clinton, Kurt Cobain, Edward Gorey, Queen Latifah, Liza Minelli, Anais Nin, Sharon Stone, Liz Taylor.

ALCOHOROSCOPES

ARIES MAR 21- APR 19

Drinking style: Impulsive Aries people like to party and sometimes don't know when to call it a night. Their competitive streak makes them prone to closing-time shot contests. They're sloppy, fun drunks, and they get mighty flirty after a couple tipples. Getting Aries people drunk is a good way to get what you want out of them, should other methods fail. Aries can become bellicose when blotto, but they will assume that whatever happened should be forgiven (if not forgotten) by sunrise. They can be counted on to do the same for you -- so long as you haven't gone and done anything really horrible to them last night, you sneaky Gemini.

Trademark cocktails: Aries, born under the hot-stuff planet Mars, is the ruler of spicy food and red things -- and for balance, astrologers recommend they eat tomatoes, onions, olives and greens. That's right, Aries, you were born under the sign of the bloody Mary. Aries also rules grapefruit, and they've been known to kick back a salty dog and a sea breeze or two. For extreme hotcha, try a concoction with cinnamon liqueur in it.

Drinking buddies: Marlon Brando, Lawrence Ferlinghetti, Sarah Michelle Gellar, Al Gore, Thomas Jefferson, Elton John, Eric McCormack, Rosie O'Donnell, Sarah Jessica Parker, Reese Witherspoon.

WALT RAMSEUR—Millbrae CA

As a analog person living in a digital world, I have decided to try E-mailing my first report in several years. I have only my Wife's grandchildren, no motor home, do not play golf or tennis, and do not care for cruises so what do I do. We entertain a lot at our home in Millbrae which is 1.2 miles from SFO and 14 miles from SQL, (San Carlos) airport. We have a home in North Carolina, Pine mountain Lake CA in the Sierras and on Clearlake CA. and a timeshare in Hawaii. I am a member of the B.O.D of RUPA. Member and Past president of Spiritcare for Seniors, member of the Rotary Club of Burlingame and member and current Commander of the San Mateo County Sheriffs Air Squadron which owns a C 206. My Wife is a member of he Millbrae Lions Club and on four non paid B.O.D.'s including the Hiller Aviation Museum And the SFO airport Museum. We spend a couple of weeks a year in the various Hawaiian Islands and at least one trip a year out of the country. I am a Cancer survivor with no problems for over six years. We took a nostalgia trip last September. We flew our A36 Bonanza (IFR GPS and autopilot), to Cape Cod for a family reunion. It was great seeing the country from 8500 to 13000 feet. Only two out of nine legs were IFR. In 31 hours round trip we were never as uncomfortable as the coach seats of any UAL plane. We plan to go to N.C. by Bonanza in July. We and our families are blessed with good health, good friends and lots of fun things to do. Sorry for the long letter but it is over three years late, I am saddened by the Flown West pages and the many health problems, but for this 80+ year old Life is good. *Walt*

JIM SHIPP—Battleground, WA

4th year of retirement. Sold my beautiful 185 Cessna on amphib floats and bought a boat. Will return to the central B.C. coast for the summer and may adventure into Alaska. Travel at 7 knots will be different.

Had a small stroke that made me slur my speech for a few minutes. No after effects thank goodness, however the friendly FAA says 2 years without a medical no matter what the cardio and neurologists say. The moral is "don't ever tell them". Still have my cub and should get my medical back in 2006.

Our new boat is a 49' Defever pilothouse trawler. We spend our summers up North and will supply our contact number to others with the same interests.

Looks like I will be on half pay without the non-qual income. Wish my house payments would half also. Thanks United! Would feel better if UAL management would also be on 1/2 pay and eliminate their pension and benefits.

Best to all, *Jim* jim4shipp@aol.com

PAUL STERMER—Fresno, CA

Ted. I guess I will start with the good news. Louise and I are finally going to be blessed with grandchildren, a boy and a girl; one in April and one in May. Hopefully, I will be able to afford more than just a card for the coming events. Louise still keeps very busy, but it looks like her clogging career may be catching up with her. She has mentioned that she may drop that after the summer shows. We shall see. I still get a lot of positive feed back on my paintings.

I understand that United will be filings papers this summer to become a non-profit corporation. After years of practice, it's time for the real thing. As of this writing, Feb 11th, it looks as if the company has already violated the new ALPA contract, (and maybe a few labor laws).....big time! Well maybe ALPA will figure out who they have jumped into bed with. Too late! (Can one be unscrewed?)

After digesting United numbers for 2004, adding in the new give backs, they are still getting one plus one is three. Can't wait till the new business plan comes out. If United is assuming oil at less than \$45.00 a barrel, get out a fork and standby. Checks in the mail. Later.

With fork in hand, *Paul Stermer*

BOB TINSLEY—Titusville, FL

Dear Ted and all,

Old Navy saying: If you can't be smart, be early. I'm not smart, so this is late.

We've had a busy year, as some of you know, and not much of it fun. We could have easily lost Jackie during "high-risk" surgery for a bowel obstruction. While in intensive care, she had a respiratory failure which sent her to a special hospital 125 miles from home. On a respirator with a trach in her throat, and heavily medicated, she was a basket case. I was there every day, but communication was the most frustrating situation we have ever endured.

Meanwhile, one of my brothers died, far away in Missouri. My hands were tied. Slowly, Jackie weaned off the respirator and the trach was removed. She had forgotten how to walk, so considerable therapy got underway. After about 2 months, she was released to a rehab center close to home. Less than a week later, our oldest son died of a heart attack, and 2 weeks later, Jackie fell and broke her hip.

Our dog and I slept on the floor beside Jackie's bed, while 2 hurricanes went through, one of which put a tree on our roof. One day after her release from rehab, we evacuated ahead of another hurricane, and spent a few days enjoying the tender mercies of Cliff and Sue Holt up in Georgia.

Jackie subsequently spent more time in the hospital, and has ongoing respiratory problems. But, by golly, she's alive, although she tires easily. We thank God for all the help and well-wishes from family, friends, medical folks, and total strangers. E.K. Williams kept the DCA crowd informed, so this letter is mainly aimed at retirees from my other domiciles.

I guess it was payback time for all the years we have enjoyed retirement, blissfully unaware of events to follow. Truly, old age ain't for sissies. Thanks for all the dedication displayed by your staff. Check follows. *Bob*

LARS WARN—Clearwater, FL

Hi Fellow RUPA Members;

Just a quick note to say that all is well with both Jo and myself. We celebrated our fiftieth anniversary in November and should have the bills paid for that in another couple of months. We're still doing some boating and I'm trying to play golf about once a week. We have a change in our E mail address, it is now larswarn@verizon.net. We finally went to DSL. I'd like to say thanks to all who work so hard to keep us informed and a special thanks to Doug Wilsman for all his efforts.

Lars & Jo

JIM WHITELEY—Reno, NV

When the new RUPA Directory failed to arrive, I knew something was wrong, like I haven't sent any money for over a year. Well here it is.

Diane and I are still enjoying our boat in Honolulu and our home on a small lake in Reno.

We enjoy tennis, golf, skiing, and racing our 1972 Mini Cooper.

We have a little 2 place amphibian air plane in Reno which we only fly during the warm days and use it with the Washoe County Sheriffs Search & Rescue. When we are in Honolulu on the boat a week or two each month, now for 11 years, I am active with my Cessna 177 in the Coast Guard Auxiliary.

Five married children and seven grandchildren. Not enough time for everything.

Jim & Diane

TOM WORKINGER—Crystal Lake, IL

Well, 17 years have whizzed by; we are enjoying relatively good health. We travel on passes occasionally (Europe, Kona and US) and usually get on; quite often in First class or Business class. 2004 was a busy year; we sold the Big house (33 years) and moved into a town-house 10 miles south in Crystal Lake, IL. Because we moved from waterfront in McHenry, we had to sell the Cub (on floats). We will miss Ganse Blumchen (roughly "little yellow flower") but a couple of the partners wanted to sell.

We still enjoy Tucson where we have wintered for 14 years. I enjoy volunteering at the Pima Air and Space museum, driving the tram and giving tours of our one-hundred-year display of aircraft engine development. I sometimes get a laugh when I call the A-10 Warthog "the ugliest plane in the world" and that the Navy had some problems with the nose-gear collapsing on the F7F TigerCat carrier landings, "so they gave the airplane to the Marines" and that the F9F-6 Cougar "would go through the Speed of Sound but you had to take it up as high as it would go and point it straight down at full power." or that I call the FB-111 "Robert McNamara's Folly." The management hasn't fired me yet but they don't get out on the grounds very often.

Thanks to all the volunteers who keep RUPA going as such a great organization. Check mailed to Cleve. *Tom W.*

IN MEMORIAM

CHARLES D. BARNARD

Captain Charles D. Barnard died unexpectedly Sunday, January 16, 2005 in Inglewood. He was born August 8, 1921 in Ventura. He graduated from Ventura High School and attended Stanford University, class of 1943. He married Margaret Covington of Genoa, CO on September 1, 1946.

Charles left Stanford after WWII began and enlisted in the Army Air Corp Ferry Command. He trained in Houston until January of 1943, when he was assigned to report to United Air Lines to serve as a co-pilot. Charles retired from United Airlines in 1981 as a 747 captain with over 30,000 career flying hours, flying every aircraft that United put in the sky beginning with the Boeing 247 and the DC-3. He was an active member of Air Line Pilots Association (ALPA) until his retirement and an active member of the Retired United Pilots Association (RUPA) thereafter.

Always an enthusiastic student, Charles became proficient during retirement in pursuing his many interests through his home computer. He extended his genealogical research and self-published his memoirs, "Plane Tales". He continued to write prolifically until his death, producing weekly issues of "The Dragon Newsletter" which covered the results of his genealogical research, the history of U.S. commercial aviation, and his recollections of family life since the 1920s.

Charles served as Captain on the State Board of the Mayflower Society for several years. He also served as Registrar of the Society of Founders and Patriots, and was a member of the Society of the Cincinnati, the Society of Colonial Wars, and the Southern California Genealogical Society. He volunteered for many years as a docent at Topanga Canyon State Park, sharing his knowledge of native plant and animal species with area school children. He was a longtime member of Knox Presbyterian Church.

Charles is survived by his wife, Margaret, of 58 years, four children and eleven grandchildren.

HARRY S. EXLINE

Born March 20, 1924 in Kankakee, IL, passed away peacefully at home on January 13, 2005 in San Francisco.

After serving in the United States Army, he returned to the City by the Bay where he lived for many years. He was employed by United Airlines at the San Francisco International Airport serving as a Crew Scheduler in Flight Operations for 34 years.

In re-tirement, Harry spent his years doing those things he loved most. He was a member of numerous philanthropic and social societies, which kept him on the go. When it came to his home it was truly his castle and Harry was a "jack of all trades", always busy repairing and improving his environment. While doing all of that, his music collection that ranged from Opera to Big Band to Jazz, and especially Kate Smith, kept him company. His later years' activities included cruising the Southwest with friends in his RV and caring for his antique automobile collection.

He is survived by his older brother William.

Contributions in Harry's memory preferred to donor's favorite charity

RUSSELL MC DONALD

Captain Russell McDonald passed away at his home of a heart attack on December 18, 2004. He was born on April 17, 1927 in Daniel, Utah. Russell is survived by a brother and sister.

Russell grew up in Heber Valley and started flying in 1944 in Provo, Utah at age 17, and had been flying ever since. He served 18 months with the U.S. Navy during World War II. He obtained his commercial, instructor, instrument, multiengine, and A&P mechanic ratings in Provo, Utah.

In 1946 he became the instructor and partner with several other local businessmen at the Heber Valley Airport. In 1966 the airport was named the "Russ McDonald Field" to honor Russ for his work and involvement in the airport since its beginning in 1947. In February 1952 Russ became a Captain for United Airlines, serving them for 36 years.

After retirement, he moved back to Heber City in 1989: He bought a hanger and a Pitts S2B, which

he still had. He also purchased a P-51 Mustang, which he generously displayed and flew at air shows. He opened his hanger up to Scout Troops and other organizations for advancements, and hanger #14 was always opened to his friends and aviation interested groups.

Russ was very athletic. He enjoyed snow skiing, water skiing, and tennis all of his life, winning many competitions throughout the United States.

Condolences and memories may be sent to the family at olpinhoopesfh@aol.com. (Please include the family name in the e-mail)

ROBERT W. SARNIE

Robert W. (Bob) Sarnie, 67 years, retired UAL and USNR Captain, died on 9 Jan 2005. He was way too young! Bob died from the resurgence of a bout with prostate cancer from way back in 1996. He endured the operation and copious radiation but it got away-anyway. If you have not, get with the program, fellas!



A group of us UAL/USN guys and wives gathered with his widow, Carolyn, children and grand children for memorial service. A more beautiful bunch of dark eyed, dark haired children I have never gazed upon. He was buried with full military honors at Ft Rosecrans National Cemetery at Point Loma [San Diego] on JAN 24 2005. We visited Bob last year and he looked vigorous. He showed us a trick he had taught his black lab, "Stormy". "Stormy", he asked, would you rather be an airline pilot or a dead dog?" Stormy flopped down and played dead.... You may write his widow, Carolyn, at their address in Poway, CA.

Ken A. Schroeder

DWIGHT EDGAR (TERRY) TERRELL

Dwight Edgar (Terry) Terrell passed on 1-24-05. Terry and his wife Wilma lived in Aurora. He is survived by two children and seven grandchildren. Funeral services on 01/28/05 at LDS Chapel, Aurora, Colorado.

Ted Wilkinson

A PLACE IN THE SKY

I hope there's a place, way up in the sky,
Where pilots can go, when they have to die.
A place where a guy can buy a cold beer,
For a friend and a comrade, whose memory is dear;

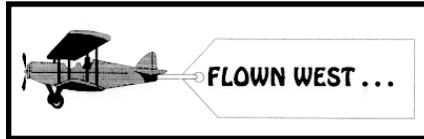
A place where no doctor or lawyer can tread,
Nor a senior officer type would ere be caught dead;
Just a quaint little place, kind of dark, full of smoke,
Where they like to sing loud, and love a good joke;
The kind of a place where a lady could go
And feel safe and protected, by the men she would know.

There must be a place where old pilots go,
When their paining is finished, and their airspeed gets low,
Where the whiskey is old, and the women are young,
And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before,
And they'd call out your name, as you came through the door.

Who would buy you a drink, if your thirst should be bad,
And relate to the others, "He was quite a good lad!"
And then through the mist, you'd spot an old guy
You had not seen in years, though he taught you to fly.

He'd nod his old head, and grin ear to ear,
And say, "Welcome, my son, I'm pleased that you're here."
"For this is the place where true flyers come,"
"When their journey is over, and the war has been won."

"They've come here at last to be safe and alone"
"From the government clerks and the management clone,"
"Politicians and lawyers, the Feds and the noise,"
"Where all hours are happy, and these good ole boys"
"Can relax with a cool one, and a well deserved rest,"
"This is heaven, my son....You've passed you last test!"



FRED K. LION	UNKNOWN
DAVID L. REAGAN	12/2/2004
OTTO C. KAINZ	12/7/2004
VAN R. MILLSAP	12/8/2004
RUSSELL MC DONALD	12/18/2004
JAMES D. FINKLEA*	12/31/2004
HARRY S. EXLINE	1/13/2005
JOHN VULCANOFF*	1/18/2005
D. E. "TERRY" TERRELL	1/28/2005
ALAN R. KREIMIER	2/10/2005
GEORGE H. BRICKERT	2/11/2005
JAMES R. CARROLL	2/14/2005

** 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 Tue. Treasure Coast Sunbirds—Mariner Sands CC - 772-286-6667
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); TBD (Odd Mths) 310-821-6207
3rd Thu. Ohio Northcoasters—TJ's Wooster (Always coed.) - 440-235-7595
3rd Thu. SEA Gooneybirds—Airport Marriott. - 425-893-9154
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



PERIODICALS

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