



RUPANEWS

Journal of the Retired United Pilots Association

Volume 7 Number 5

(Journal 549)

May, 2005



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

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

PRESIDENTS MESSAGE

One of the major subjects we will be presenting in the *RUPANEWS* in the coming months is this years Convention to be held October 13 through October 17 in Washington DC. For the past several months we have been running reminders to mark your calendars and save these dates. I have just returned from making final arrangements with the hotel and we have an excellent venue for the Convention. There is a wealth of things to see and do in the area and you will have a varied selection of tours and activities from which to choose. The local DC volunteers, under the able leadership of E. K. Williams are sparing no effort to make this an event to remember. Plans are underway for bus tours, golf tournaments and of course a visit to the Udvar-Hazy Museum and the unveiling of the Wall of Honor. Look for increasing news about specifics in succeeding issues of the *RUPANEWS*. Next months issue should have all the registration and tour information you will need to attend the Convention. A lot of effort has been made to insure that the timing, the site, and the price will make this an event that can be easily and economically attended by our fellow RUPA members.

As you know, this association is run by volunteers. We frequently ask for help but the call is seldom answered. After 10 years of dedicated service, Cleve Spring is stepping down as our Secretary/Treasurer. Cleve has installed many cost savings to the operation of the association and in spite of the inflationary pressures on postage and printing; he has been able to hold the membership dues steady for the last several years. We now need someone to step forward and take his place. His resignation will be effective no later than the end of September. In the meantime, he will assist in the familiarization and training of his successor.

Bruce McLeod is also looking for someone to take-over his position as Webmaster. He started in January 1998 and has put in a lot of hard work in setting up our website. The website was off to a slow start during its early years but came into it's own with the start of Bankruptcy talk at United. It is now highly regarded by our membership and others as a source of accurate and verifiable information on all things United. Bruce will also assist in the training of his successor. In this age of electric communication, it is not necessary for our leadership to be located in any specific geographic area to help with RUPA. If you, or someone you know, is interested in filling either of these two positions, contact Bruce or Cleve for further information and specifics.

The Smithsonian Museum has not sent me an updated list of names for the Wall of Honor for several months. They have promised a new list for the next issue. As a result I am not including the list published last month; to do so only raises questions about missing names of recent donors. There is still time to get on the list. If you need an application give me a call at (925) 443-4339 and I will send you one.

We all await the rulings of Judge Eugene Wedoff and the Bankruptcy Court on May 11th. We have had three years to prepare ourselves for his ruling; no matter how it turns out, we won't like it. We'll just have to deal with it. Nuff said.

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 clevesspring@comcast.net

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



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May 16, 2005

To All RUPA Board Members:

In some ways it's hard to believe that I have been Secretary/Treasurer of RUPA for almost ten years now. I feel that together, Floyd Alfson, the late Jock Savage, and I have brought the operation of the organization into the Twenty-first Century. In this same vein, I have to mention the great work of Bruce McLeod who single handedly developed the RUPA Website. Also, our current President, Rich Bouska, has expended great effort to personalize the organization by his many visits to the luncheons held by RUPA Area Representatives.

After much contemplation I have come to the conclusion that it is time for me to step down as Secretary/Treasurer of RUPA in the hopes that some "young blood" will bring new ideas and new life to the organization. My resignation will be effective no later than September 30, 2005. In the interim, I will assist in the familiarization and training of my successor.

In closing, I want to thank RUPA for this opportunity. At times the job has been a real challenge, but the cooperation and camaraderie certainly made it well worthwhile. The list would be too long for me to name all those who have aided me in this effort. Of course, I will remain an active RUPA member, and am enthusiastic about the future of RUPA.

Warmest regards,

Cleve G. Spring

Capt. Cleve G. Spring (Ret)
RUPA Sec/Treasurer

DANA POINT LUNCHEON

A hardy group of hearty souls gathered for our monthly luncheon under clear and sunny skies, with slightly cool Spring temperatures prevailing. The scenery available here at Dana Point harbor, made it evident there would be no hesitation about sitting at our usual perch on the outdoor veranda, which has a commanding view of the area, even though some had to don a light jacket to ward off the chill. With the sea lions cavorting near the bait barge, the comings and goings of the whale/dolphin-watching tour boats, as well as the variety of power and sailing craft passing by, we regularly enjoy an array of beauty which is hard to match. On top of that, we have a convivial bunch of troops, who like to come together to "chew the fat", enjoy lunch, and generally just "hang" with one another.

Because it is a subject which is hard to ignore, various discussions ensued on our pensions, medical coverage, and other retirement issues. It was generally agreed that United management is being less than responsive to us, as retirees, not to mention the front-line, working folks, who are the heart and soul of United Airlines. Our collective thanks goes out to the URPBPA group and others, such as Doug Wilsman, for the work they are doing on our behalf.

It wouldn't be a pilot's gathering without the hangar flying and sea-stories and re-cycled jokes, which were also available in abundance at today's get-together. Included in today's group were: Park Ames, Carlos Bernhard, Bruce Dunkle, John Grant, Pete Hansen, Jack Healy, Ed Judd, Bob McGowan, Earl McKenzie, Bill Meyer, Bill Rollins, Bill Stewart, Jim Stowell, Tony Testa, and your correspondent for today, Joe Udovch.

An open invitation exists for any Ruparians who are in the area to join us on any 3rd Thursday in "our little corner of the world."

Cheers, Joe Udovch

DENVER GOOD OL' BOYS

The third Tuesday fell on a delightful day and as tee times were probably difficult to come by, the attendance for the April meeting was good. The humble coordinator dispensed with the feeble attempt at humor and began with the sad news of the final flight west of our esteemed and respected Dick Wagner. Services were conducted last Saturday and they were well attended. A joint toast by all assembled was given in commemoration of Dick's passing.

It was noted that next month we'll have our semi annual co-ed meeting. That is always a highlight of the social calendar, and avidly anticipated.

With regret Howard Reid's illness was noted. Our very best wishes go out to Howard and his wife Doris. Doris has requested visits from close friends only.

The meeting was turned over to Jim Krasno who updated those assembled on the situation re the pilot's pension and the abrogation of the working agreements at our former employer, as well as other actions taken recently.

We were pleased to have Jim Jeppesen son of Elrey Jeppesen with us on this occasion and he was presented the certificate we received from the National Air and Space Museum for the action we took to have his father's name placed on the Wall of Honor at the Udvar-Hazy Dulles annex. Few people in recent aviation history have had as great an affect on aviation as Elrey Jeppesen. It was noted that the RUPA Panel was now completely subscribed, and that another panel had been started.

Those in attendance included: Dave Murtha, Tom Gordon, Rick Madsen, Bill Hanson, Dean Readmond, Tom Hess, Phil Spicer, Bob Sannwald, Tom Mezger, A. J. Hartzler, C. R. Johnston, Bill Hoygaard, Jim Jeppesen (guest), Fritz Meyer, George Benkendorf, Al Snook, David Horwitz, Jim Hixon, Bill Fife, Bob Blessin, Bill Matheny, John Allen, R. C. Smith, Don Johnson, Carl Harder, Barry Edward, Sam O'Daniel, Herb Geifer, Jim Krasno, Bob Dietrich, Mike Williams, Cliff Lawson, Ralph Wright, Russ Ward, Tom Hudgens, Bob Clipson, Norm Miller, George Maize, Bill Jones, Ed Cutler, Steve Pahs, and the humble scribe and coordinator, *Ted Wilkinson*

BENEFITS AGENCY SEEKS UNITED PLAN

By Chris Walsh, *Rocky Mountain News*

April 16, 2005

The nation's pension-protection agency wants United Airlines to file a plan to emerge from Chapter 11 bankruptcy before the carrier tries to eliminate its retirement benefits.

The Pension Benefit Guarantee Corp. has asked a U.S. bankruptcy court to push back a May 11 hearing on whether United can terminate its four employee pensions, which the nation's second-largest carrier says it must do to emerge from bankruptcy.

United expects to exit bankruptcy this fall but has not filed revised business and reorganization plans detailing the carrier's plans. The airline - a unit of Chicago-based UAL Corp., which filed for bankruptcy in December 2002 - asked for an extension to file its plans. It also filed documents this week reiterating the need to terminate all its pensions, which United says will save it more than \$600 million annually as part of its drive to slash \$2 billion in yearly expenses.

The PBGC said it is "premature" for the court to rule on the pension issue.

"United's last business plan is over six months old, it has not submitted a proposed plan of reorganization, and it has no imminent plans to emerge from bankruptcy," the PBGC wrote in a court document filed Thursday. "Obviously, this court cannot make (its) determination until United is much closer to emerging from bankruptcy."

United, the largest carrier in Denver, said it is "disappointed" in the PBGC's action. "We plan to oppose the PBGC's attempt to change the trial date, particularly since all parties agreed to this schedule in January," United spokeswoman Jean Medina said.

The PBGC, which has moved to take over two of United's pension plans, said it would not necessarily oppose the termination of all the benefits after seeing the carrier's business plans.

On Friday, the union representing United flight attendants filed a motion opposing the airline's efforts to push back the exclusivity period to file its plans.

GOLD COAST RUPA GROUP

The South Florida group met for the last time this season on Thursday, the 14th of April. I wasn't there, so I have no idea what was discussed, more than likely me. We meet next in October.

Present on Thursday were Stan Blaschke, Jack Wink, Peter Gallant, Ned Rankin, Dave Peat, Terry Lewis, Vince Canavan, Les Eaton, Jimmy Carter, Duane Harrison, Bob Smirnow, Hank Fischer, Tom Llewellyn, Guy O'Rear, Sid Sigwald, Walt Kimmey, Bob Hein, Dick Bodner and Dick Wiley.

We hope everyone has a safe and prosperous summer and we look forward to seeing them again this fall.

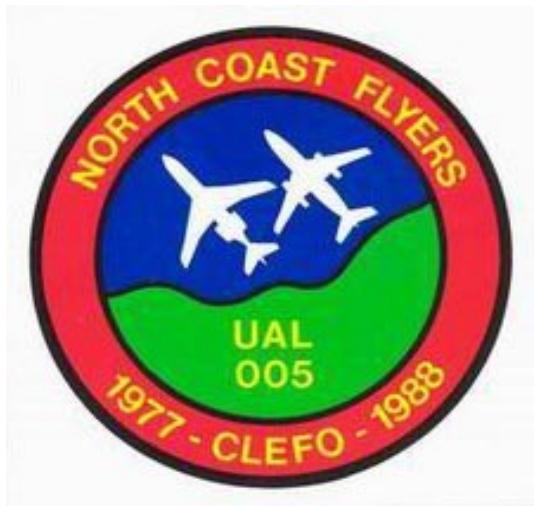
For Jimmy Carter and Stan Blaschke, I'm *Jerry Bradley*

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



It's happening again, on June 11th, 2005
The Cleveland Crazies
Mid - Summer's Do!



Directions

From I-77 or I-71 go west on I-480 and then...

or

From I-80 to I-71 North to I-480 West and then...

On I-480 to Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be at the German Club and a short walk to the house or drop off at the house and park at the German Club.

At Richard and Carol McMakin's Home
24926 Nobottom Road
Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: rmcmakin@apk.net

We will start at approximately 4:00 pm. We will finish when we are finished!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE,
PLEASE BRING YOUR OWN BEVERAGE SELECTION.

JOE CARNES N.W. ILLINOIS LUNCH

The Joe Carnes N.W. Illinois lunch was held on April 12th. At the Warsaw Inn. McHenry IL. After the usual fine lunch Cliff Sanderson, and Bill Brashear who was visiting from Atlanta provided the group with information about UAL and find fix we find ourselves in. The pair fielded question from the attendees. Although most of the information did not fall into the category of good news the group appreciated Cliff and Bill giving us their insight. Buck Hilbert clued us in as to happenings with the historical foundation. We again missed Milt but he was busy with a hearing connected with his other life of being Mayor.

If any one in our area not receiving notices and would like to, please contact Claude Nickell at 815 459 5314.

Al Herbst	Milt Gray	Rob McCUTCHEON
Don & JOAN Anderson	Ed Gunderson	Marv Meyer
Jerry & Michelle Anderson	VINCE & DANA HAMMOND	DICK Murdock
LEROY & EVA BAIR	DAVE HARRIS	Fred Myer
Dale & Glenys Bird	BOB Helfferich	Ceil & Bill Myers
BOB BLACKWELL	Mike Hepperlen	Roger Nelson
Ted & Dolores Bochniarz	Jim Higbea	Claude Nickell
George Bracke	Buck & Dorothy Hilbert	Jim & Jan Noble
Glynn BRADLEY	PAUL Hubbert	Joe Purves
Bill Brashear	Jim Kehoe	George Pylawka
Ben & Kay Burford	GEORGE KELLER	ARMAND RAVIZZA
Denis & Sandy Darida	Bob Kelly	Bill Sylvester
Bill Duzet	Les A Kero	Ole Sindberg
Carl Eberle	Dave & Pat Manzel	Bernie & Rachel Sterner
TOM FASIANG	George & Jacquie Mathes	Sid TIEMANN
Don Fett	Ollie MAYES	Terry True
Jim Gesler	Tom McClellan	Bill Turner

NORTH BAY RUPA GROUP

The April luncheon meeting of the North Bay RUPA group was held at the Petaluma Sheraton's *Jellyfish Grille* on Thursday, April 7th...this meeting marked the first anniversary of our get-togethers, and was attended by a congenial group of twenty five. We were pleased to welcome back George Hise, (with mustache!), sporting a brand-new, custom made knee! The group sang a spirited "Happy Birthday!" to Sam Orchard to honor his special day. A rumor that there was a call from the crew desk for anyone under 65 yrs of age was greeted with a variety of comments...mostly unprintable. Enjoying the camaraderie were: Dan Porter, John and Sharon Candelo, Al and Linda Fink, Sam and Mickie Orchard, Phil Simon, Rick "Emperor Norton III" Saber, Bill Smith, Bill Royall, Leon Scarborough, Dick Hanna, Lee Anderson, Barney Hagen, Larry Whyman, Carol Ip and John Reed, Tom Grey, Ken Corbin, George Hise, this reporter and spouse, Doris. So he could join us in spirit, if not in the flesh, a picture of John Croft, an old friend to many of us from the EUG station was displayed! C'mon down, John!

The group extends our invitation to any in the area on the first Thursday of the month to join us...informal, co-ed, and non fattening...well, sorta!

Bob "Father" Donegan

PBGC SETTLES

4-22-04

UAL has evidently been able to offer PBGC more money to compensate for its losses in assuming the responsibility for UAL's plans that PBGC might have otherwise gotten as an unsecured creditor. In exchange, PBGC will be in court encouraging the judge to give his approval. We don't have our 60 day notice yet so the earliest our plan could be terminated by the judge would be about June 30---the same day UAL wrote in the notification to the Flight Attendants.

It must be that UAL was able to convince PBGC that it cannot get exit financing without this action.

Doug

FOR IMMEDIATE RELEASE

April 22, 2005

PBGC Public Affairs, 202-326-4040

PBGC Reaches Pension Settlement with United Airlines

WASHINGTON—The Pension Benefit Guaranty Corporation (PBGC) announced today that it has reached a settlement with United Airlines over the termination of the company's pension plans.

"We believe that this agreement, under the circumstances, is in the best interests of the pension insurance program and its stakeholders," said PBGC Executive Director Bradley D. Belt. "The PBGC has an obligation to reduce its losses for the protection of workers and retirees, other companies that pay insurance premiums, and taxpayers. By reaching a settlement now, we further that goal."

Under the terms of the agreement, which must still be approved by the bankruptcy court overseeing UAL's restructuring, the PBGC would terminate and become trustee of the company's four pension plans and the agency's claims against the company would be settled. The PBGC and its financial advisers believe the settlement is superior to the recovery the agency would have received as an unsecured creditor in bankruptcy.

Collectively, United's pension plans are underfunded by \$9.8 billion on a termination basis, \$6.6 billion of which is guaranteed, according to the PBGC. The four plans are: the UA Pilot Defined Benefit Plan, which covers 14,100 participants and has \$2.8 billion in assets to pay \$5.7 billion in promised benefits; the United Airlines Ground Employees Retirement Plan, which covers 36,100 participants and has \$1.3 billion in assets to pay \$4.0 billion in promised benefits; the UA Flight Attendant Defined Benefit Pension Plan, which covers 28,600 participants and has \$1.4 billion in assets to pay \$3.3 billion in promised benefits; and the Management, Administrative and Public Contact Defined Benefit Pension Plan, which covers 42,700 participants and has \$1.5 billion in assets to pay \$3.8 billion in promised benefits.

As of September 30, 2004, the PBGC's own balance sheet showed a \$23.3 billion deficit, with \$39 billion in assets to pay \$62.3 billion in guaranteed pension benefits to more than 1 million workers and retirees. By law, the PBGC is required to keep premiums as low as possible and has no call on the U.S. Treasury beyond a \$100 million line of credit.

"This again highlights the need for the comprehensive pension reform. Unless and until Congress fixes the rules that allow pension plans to become so underfunded, the insurance program and plan participants are at risk of suffering large financial losses," Belt said.

The PBGC is a federal corporation created under the Employee Retirement Income Security Act of 1974. It currently guarantees payment of basic pension benefits for about 44 million American workers and retirees participating in over 31,000 private-sector defined benefit pension plans.

- ### -

PBGC No. 05-36

THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners met on Friday April 8th. After a nice long visit in the *Pilot's Lounge*, all of us went up stairs to enjoy a Buffet Lunch of Pork Loin and all the trimmings. After a very enjoyable lunch we had a very short business meeting. The Killmon's (P.J. & Ken) conducted the 50/50 drawing. Would you believe Frenchy had the lucky number? I insisted they put the ticket back & have another drawing but all the group said NO! So I split \$73 with the RUPA Kitty. Ralph & Ruth Johnson are our senior members. You would never know that Ralph will be 98 yrs. in June. He continues to be our favorite Pilot's Speaker. I think Ralph makes all of us feel better because he calls us Boy's and he always has the answer to our questions. We would like to Thank Lynn & Linda Smith for the very nice DVD taken at our previous Luncheon, when we had our Magician Shawn Greer. They gave each one of us our own DVD. Also a Thank You to Gene Paquette for his music on his Irish Whistle, & a Thank You to Jim Dopp for reading exchanges between ATC and Pilot's; some good laughs.

Those attending:

Fred Anderson, Bill & Lillian Bay, Frenchy & Millie Bourgeois, Ginny Coleman, Mike Carlin, Russ Cottle, Jim & Ginny Dopp, Don & Jan Eiken, Ralph & Ruth Johnson, P.J. & Ken Killmon, Jim & Sue Mennella, Al McNutt, Ed Nelson, Warren & Marge, Gene Paquette, Jerry Smith, Don & Mary Toeppen, Charlie Schwob, Bob Howard, Lynn & Linda Smith, Roy & Lois Scroggs,

Hope to see all of you back next yr. in Oct. Until then HAVE A SAFE & ENJOYABLE SUMMER,

Frenchy & Millie

SAN DIEGO LUNCHEON

Bill Pauling, Hugh Wilson, Pete Moyer, Don Trunick and myself attended the San Diego luncheon at the *San Marcus CC*, second Tuesday of the month. New faces are always welcome, come out and meet old friends. *Bob Bowman*

TREASURE COAST SUNBIRDS LUNCHEON

The Treasure Coast Sunbirds held their last luncheon of the season on April 12th. It was at *Mariner Sands CC* in Stuart. Our next luncheon is scheduled for November 8th. (That day is also Election Day, which may cause the luncheon date to be changed. Keep in touch.)

As usual the buffet at *Mariner Sands* was hearty and delicious. The turnout out was pretty good. 26 retirees showed up. In attendance were: Skip LaRocque, Percy Wood, Clark Luther, Ted Osinski, Bob Schaet, Jim Dowd (our honorable host), Don Onofrio, Pete Granata, Andy Lambert, Stan Smilan, Del Gartner, Dave Hoyt, Jerry Holmes, Ham Wilson, Bill Smith, Bill Northup, Jack Boisseau, Dick Starita, Paul Andes, Vince Consigli, Dick Baese, and Clay Grant. In addition there were three new faces and we were pleased to see them. They were: Joe Jenkins, Orv Pratt and Bob Smirnow.

Jim Dowd announced that Bob Schaet was moving away to North Carolina (Brevard) and asked if any one would volunteer to send out the luncheon reminder notices. Jack Boisseau said he would be glad to take-over that task. There was a short discussion about the pension situation but it was pretty much accepted that there was no definitive news.

Jim Dowd got a big thank you for being a good host and enabling us to have great lunches.

Everybody said their goodbyes 'til next November and the luncheon ended.

Bob Schaet

NEW YORK SKYSCRAPERS SEMI-ANNUAL LUNCHEON

Please mark your calendars now!

Our semi-annual luncheon will be held at noon in the lounge of the *Montclair Golf Club*,
on **Wednesday June 15th, 2005**.

The price, which includes 2 raffle tickets, is \$30/person, to be collected at the door.
Spouses welcome. Cash bar at 12 noon, lunch at 1 pm.

Please contact one of us for reservations:

Pete Sofman	rupapetesofman@optonline.net	203-322-0724
Bob Beavis	bbeavis@bytheshore.com	732-449-9126
Ed DeChant	Eddechant@earthlink.net	201-401-0780
Mike Gallagher	Gallagher777@aol.com	973-729-9261

Directions:

Garden State Pkwy: Exit 145; west on I-280 to Exit 8B: Prospect Ave; right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (25 Prospect Ave)

NJ Turnpike: Exit 15W: I-280 Westbound; go west to Exit 8B: Prospect Ave; right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (25 Prospect Ave)

I-280: Exit 8B; go northbound on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (25 Prospect Ave)

Websites of possible interest to you:

NYSkyscrapers: www.londonapartmentvacation.com/rupa52.htm

RUPA: www.rupa.org

United Retired Pilots Benefit Protection Association (URPBPA): www.ualpilotpension.com/

If you're interested in joining a Yahoo Group entitled RETUP (Retired United Pilots), a forum for getting and discussing information relating to United Air Lines and the retired pilots, go to:
<http://groups.yahoo.com/group/retup/>

Charles Tolleson, Denis O'Malley, and I are the moderators for this group.

Looking forward to hearing from you, **Pete Sofman**

TUCSON LUNCHEON

There was a different menu, a different speaker, and some new attendees at the March luncheon get together here in the Old Pueblo. That's Tucson, Arizona, for those who may not be familiar with the Southwest.

This time the *Tucson Country Club* menu consisted of Southwestern Quiche that looked wonderful and unlike most quiches you may have seen in the past. The Chimichangas were probably the largest ever seen, and the Shepherds Salad was tasty and plentiful while the hot turkey sandwich was appreciated by many.

Our speaker was Jerry Terstiege, one of the officers of URPBPA, who talked about the many court battles that have taken place since United filed for bankruptcy. The pensions of those who have recently retired are, as we all know, in great jeopardy. Jerry explained exactly what URPBPA is doing to protect our pensions and how they got to be recognized by the bankruptcy judge as the representatives of the pilot retirees. He told us how, since nobody else was going to represent us, URPBPA had to fight to be named as the representatives for the retired United pilots. They have fought to protect the pensions and the medical insurance benefits of all United pilot retirees, including those who retired many years ago and who thought that, even if the PBGC took over, their pensions were safe. Turns out even those pilots might not be as safe as many believe.

Jerry answered many questions from the attendees and wives who had not had the problem so clearly explained before this luncheon. He explained how ALPA has chosen not to get involved in the pension dilemmas of the retired pilots and therefore URPBPA had to proceed and interact with the other eight unions involved in the bankruptcy fight. All is not lost, thanks in large part to URPBPA's efforts. Thank you Jerry for buying a ticket from San Francisco to Phoenix to attend the luncheon. (He could not get on United's flights to Phoenix. All full!)

While there were some last minute cancellations those who attended were John Anderson, Jim and Mary Cook, Glenna and Mike Day, Fred Duell, Bev and Vic Hansen, John Mawhinney, Woody Morgan, Diana and George Raymond, Pam and Randy Ryan, Dorothy Sayre, Bob Steneck, Joyce and Don Sutherland, Jerry's lovely wife Krista (who also had to put up with the pleasures of trying to fly United so thank you, Krista,) Bill Tyndall, and Bev and Tom Workinger.

The next luncheon will be in either late November or early December. If you will be in the area and might like to attend, please call me (Randy Ryan) at 520-797-3912 or, better yet, email me at ranelryan@aol.com. It is early now but I will put you on our e-mailings so that you will know when it will be held.

ABOUT THE COVER: In the February issue, we had a painting of a Caravelle on the cover. In the "About The Cover" box, I had almost nothing to say about the airplane because I knew nothing. For this issue, we have two Caravelle pilots that have submitted their remembrances for your enjoyment.

E. R. "BOB" SCHWAB

Ted,

More on the Caravelle. The engines were single spool and all blades were aluminum except for the turbine. F.O.D. "corn cobbed" the engine and aluminum plated the tail pipe. [Foreign Object Damage-would break most of the aluminum blades and make the spool look like a recently eaten ear of corn. All of that aluminum, passing through the engine and turbines, literally plated the tail pipe. This from a telephone conversation with Bob, to clarify the terms for me.- Ed.]

The antiskid system had locked wheel protection only and was crude but very effective. Four hydraulic systems, and was the first airplane bought by United with no cable connection to the flight control surfaces. The cockpit section was a modified Comet cockpit section. The seats were overbought by Lockheed for the L 949 Connie and had a control column cut-out despite the control column coming up from the side rather

than the floor. When cockpit seats were overhauled, United filled the cut-out in. The electrical system was almost exactly like the Convair 340. Basically DC with inverters to drive the AC instruments. A wild frequency alternator supplied power for windshield de-icing. The engine starters were DC electric at 112 volts and a bank of batteries were gang connected to drive the starters. You were able to connect the batteries in parallel or series. The Caravelle had a drag chute, but United's had engine reversers and no drag chute. A very stable airplane and United modified one of them for a fully automatic approach and landing system. We then took the aircraft on demonstration flights in the U.S. When the demonstration flights ended, the equipment was left in but not maintained. Lasted a surprisingly long time. All this when the only Cat II facility in the U.S. was 1 Right at Dulles. When Dulles was built, the British ILS system was installed on 1 Right.

Something magic happened below 50 feet and the great ground cushion gave a good landing. You could hardly screw it up. Handled well in all weather conditions. The Engines were Rolls Royce 532R Avon series, and had two extra compressor wheels. United had 20 Caravelles ordered and 10 options. All 30 were built but we did not exercise the options. They were sold in South America. You are right, the engines burned fuel at a great rate, but fuel was fourteen to seventeen cents per gallon, so who cared?

Caravelle fuel capacity was 32K pounds. The airplane also had a speed brake and ground spoilers. Pilots and passengers both loved the airplane. It had a very loyal following. Operated only Omaha east, with an occasional Denver segment to exchange training aircraft.

Bob Schwab (Former test pilot SFOEG)

ROBERT G. "BOB" HARRELL

Dear Ted:

In the February issue, you solicited info about the Caravelle, designated the CVL. UAL bought 20 airplanes from Sud Aviation, France. It was nearly identical to the European version, except for the reversers and instruments. The Euros had a drag chute, whereas United specified reversers. The engines were Rolls-Royce Avons, a single spool engine. Excellent quality but 13 seconds from idle to full power. At full power, the tailpipe closed 2%, which increased thrust. The airplanes were unique in several ways. The cockpit and entire nose section was identical to the Comet. The Maxeret anti-skid braking system was the same as the Vickers Viscount. The landing gear was made by Hispano-Suiza, and the instruments were American. Speedbrakes were on the upper wing, and two positions, fully open and closed. Deploying them at speeds greater than 250K was discouraged, as the deceleration was significant and sudden. Most of the airplanes if not all were equipped with an Autoland system, which coupled the ILS to the autopilot. It worked magnificently, and approach speed was dialed in prior to engagement. The system would take you down the ILS exactly and at the pre-selected speed. In a crosswind, it held the crab until the flare, reduced power to idle, and yawed to runway heading. Every landing was a greaser! Hand flying approaches and landings were made easier with the Angle-of-Attack instrument. Another innovation was in-flight telephones, and I believe the Caravelle was the first to have it, at least on United. I was in Class IV in the summer of 1961 and flew it for almost four years. Passengers loved it, and we often flew the Executive Flights (all-male passengers only). With special service, good food and plenty of booze, business men clamored for this flight.

Flying the airplane was a joy. No bad manners, great visibility, and adequate performance, although a bit more power would have been good. Due to the slow engine acceleration time, all approaches were made with lots of flaps and speed brakes extended to keep the RPM high. Go-arounds merely required a nudge of the throttles and retraction of the speedbrakes. Early training programs were hampered by the French manuals. Translation into English gave some weird phrases, and all numbers were metric. One example was the French words for "Hydraulic Ram", which translated in English to "Water Goat". All in all, it was a great airplane for its time and usage. My following airplane, the B-727, was by comparison a plane that demanded more attention in many parameters. Looking back, every airplane was my favorite, from the Piper Cub to the DC-3 and all that followed. "Cest la vie!" *Bob*

Bob Harrell, class of 1954, EWR-LGA, and IDL-JFK.

WASHINGTON AREA RUPA, EDDIE O'DONNELL LUNCHEON

April 20, 2005. Nothing compares with our Springtime Coed Luncheon and the smiles and laughter contributed by the ladies. The only things missing were Hats and White Gloves on a sunny afternoon at the *Westwood Country Club*. Oh well, as my wife tells me, "Past is past. Now get over it!"

After an hour of catching-up with tales of Florida, Maui, cruises, springtime farm chores and a high altitude Colorado hunting trip, we gathered around the tables to remain standing for a moment of silence. We remembered those who have preceded us in the Flight West and, in particular, we thought of those departed since last we met: Capt. Hank McBride, Capt. Jim Bohlander, Capt. Neil Spann, Mrs. Ernestine McMann (wife of Harris), Capt. Dick Wagner and Capt. Bob Cumming. We remembered the pleasure of their company and the part they played in our lives and our profession.

Capt. Walt Clark, Chief Pilot DCAFO, in his usual frank and candid manner, brought us up-to-date on the state of the Domicile. He spoke of operational changes contributing to cost reduction not only in Line Operations but also at the Training Center. Of interest to everyone were his comments regarding the experience of the Eastern Pilots with the PBGC. He and Capt. Bill McCombs, Asst. Chief Pilot DCAFO, then spent almost 20 minutes answering question. As a board member of the Retired United Pilot's Foundation, Walt also briefed us on the state of the Foundation and encouraged our continuing participation in support of the 19 widows receiving assistance.

We were most happy to welcome Georgia Bouska to our gathering. She did bring her consort. President Richard gave us some insight into the difficulties that he has encountered trying to get the list of RUPA Panel Donors corrected. The RUPA Convention is to be here in Reston, Virginia in October and Rich told of the plans for a private guided tour of the White House and also the Capitol Building. Watch the *RUPANEWS* for details to be published soon.

The anticipation was electric when the Golden Vessel of Uncertain Heritage appeared and Frank McKenzie reached in to draw for the door prize. Roy Ellis and Betty Williams were the Lucky Luncheoneers.

Among the 71 attendees today were our special guests, Celeste Brodigan, Eleanor Forsythe, Janet McBride, Ofelia Nickel, Faith Osborn, Lee Prior and Betty Wolfe. Including First Time Attendees Jim Schultz and Bill Wellborn the others present were Jon Beckett, Ray Best, Georgia Bouska, Rich Bouska, Al Buff, Bill Carrigg, Chet Cassel, Hal Cockerill, Tom Coffey, Amy Couvillion, Gene Couvillion, Dub Crawford, Ed Crowther, Dick Davis, Julie Davis, Paul Davis, Vince DiFelice, Ed Duffy, Peg Duffy, George Elliott, Ginny Elliott, Roy Ellis, Jack Evans, Jeannie Evans, Ferg Faunce, Denis Getman, Paul Gilson, Jerry Goebel, Mary Ann Goebel, Betty Goodman, Bob Goodman, Jack Grooms, Larry Grube, Bob Huguley, Bogarus Huguley, Fred Keister, Roger Lemieux, John Linderman, Joyce Lopez, Dave Malone, Troy Mashburn, Frank McKenzie, Lew Meyer, Bill Nolan, Edna Nolan, Ralph Paisley, Herb Petitt, Larry Rooney, Bud Ruddy, Theresa Ruddy, Bernie Schwartzman, Bonnie Schwartzman, Jerry Shuts, Helen Stidham, Sim Stidham, Fred Streb, Wade Weeks, Betty Williams and E.K. Williams.

Gentleman, we need your help in keeping the mailing list up to date. Please send to me any changes to your address, postal or email. Also remember, that if you do not keep Jerry Goebel informed of illness and death in the group, he will not be able to give the information to the phone tree in a timely manner.

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at the *Westwood Country Club* in Vienna, Virginia and we invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Our next luncheon is Stag on Wednesday, July 20th. Contact Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@earthlink.net) to ensure a place at the table and a bean in the pot.

E.K. Williams, Jr.

Washington Area Representative

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

HOW CAN UNITED THRIVE? SURVIVE?

By Wayne Cascio Special to *The Denver Post*

Thursday, December 19, 2002, - United's perilous descent into bankruptcy was fueled by a number of events, INCLUDING management blunders, unyielding unions, a swooning economy and terrorist attacks; and now by fuel.

To be sure, federal bankruptcy law provides UAL with a temporary reprieve and a chance to craft a business plan that will let it emerge as a stronger airline. While financing arrangements and changes in costs are key components of any restructuring, United also must address two underlying issues to ensure its long-term success. One, it must change its adversarial labor-management culture. Two, it must focus on growing revenues rather than simply lowering costs.

In multiple studies that examined S&P 500 companies from 1982-2000, my colleagues and I assigned companies into seven categories based on their level of change in employment and their level of change in plant and equipment assets. We then observed the firms' financial performance from one year before to two years after the employment-change events.

We found no significant, consistent evidence that employment downsizing led to improved financial performance. It simply was not possible for firms to "save" or "shrink" their way to prosperity. Only by growing their businesses, attracting new customers and retaining existing ones, did firms outperform competitors. Layoffs and cost-cutting are NOT quick fixes that will necessarily lead to productivity improvements and increased financial performance, for NEITHER WILL FIX A FUNDAMENTALLY FLAWED BUSINESS STRATEGY.

Ultimately, United's ability to thrive in a turbulent industry hinges on its ability to fill as many seats as possible and boost its revenue per available seat mile. That means focusing on the customer. While it might seem counterintuitive, focusing on the customer actually begins by focusing on employees. Here is why. Research in various industries clearly shows that employees' attitudes about their jobs and their companies affect their behavior in front of customers, which, in turn, affects the likelihood that customers will return, and the likelihood that they will recommend the company to others. United needs disaffected customers to return and it needs some positive "buzz" in order to attract new customers. Thus, it needs to begin its long road back by mending employee attitudes. This will require a change in United's culture, from labor-management distrust to trust -- and that is not easy to do.

To begin, senior management must lead by example. Its recent agreement to cut managers' pay by up to 11 percent pales in comparison to cuts of as much as 60 percent by the CEOs of companies like Nucor and Charles Schwab. Those companies used a sliding scale of smaller cuts that cascaded down the levels of the hierarchy. United sorely needs such a "share-the-pain" philosophy.

Second, United must see employees as part of the solution instead of part of the problem -- assets to be developed, not just costs to be cut. It MUST involve employees at ALL levels in the restructuring process. It is a truism that employees are more likely to support what they helped to create, yet many restructuring efforts fail to involve employees in any decisions about process or outcome.

When employees are asked how to attract and retain superior employees, one of the most important factors is "opportunities to participate in decisions." United's 83,000 employees deserve a chance to contribute more than wage cuts. They deserve the chance to contribute their good ideas as well.

A related imperative is for managers to communicate openly and honestly with employees and the public. Failure to provide ongoing updates contributes to the atmosphere of uncertainty and does nothing to dispel rumors. People trust leaders who make themselves known and their positions clear.

Above all, United must focus squarely on its customers, especially on its best and most loyal customers, because competitors will do all they can to woo them away. If the company can show in all it says and does that care of customers and committed people really is its main objectives, then raising United becomes genuinely possible.

Wayne Cascio is a professor of management at the University of Colorado-Denver and author of "Responsible Restructuring: Creative and Profitable Alternatives to Layoffs."

SERIOUS SPINAL PROBLEMS AND OTHER PAIN

If you have been scared silly by an orthopedist, neurologist, chiropractor, osteopath, physical therapist, or some other spinal expert, take heart. In the great majority of cases, terrifying diagnoses like ruptured disc, bulging disc, degenerative disc disease, spinal stenosis, and more are just words. Unfortunately, words and thoughts are things—and they tend to hang around you like a yoke, relegating you to years or a lifetime of pain and disability.

The truth is that most of these cases *can and do heal themselves over time*. And in many cases, disc problems and the like *do not cause pain!* That's correct, and I will repeat it again—most of these "conditions" do not cause pain. I began to get some insights into this phenomenon when I first started treating rodeo riders year after year.

Every year after the rodeo, I would sit down and take a deep breath. It was clear that most of the things I had been taught about serious spinal problems were *false*. The proof was in the riders. They uniformly had ruptured discs, bulging discs, joints that had been dislocated more than 50 times, broken bones that had healed in poor positions, torn bursa, torn ligaments, torn tendons, and more. Yet they had no pain related to most of these conditions.

No Pain?

Then I stumbled across a humbling (for most spinal "experts") study of several hundred average Americans. Each was screened for history of back pain. And then each submitted to an MRI of the spine. More than 64% had a disc bulge, rupture, or herniation. There were a number of people with spinal stenosis. And a bunch more with a host of other similar problems. But the catch in this study was that like my rodeo riders, *none had back, leg, neck, arm, or hand pain!*

You might think this study alone would debunk these supposed causes of back pain. And that the fear generated in the darkened room as glaring images of the MRI are interpreted into a somber diagnosis by the "expert" would end. Or, that medical experts would look somewhere else for the real causes of back and joint pain. Except for a few, this never happened and is not about to happen now.

The truth is that the cost of many serious medical treatments for these conditions serves to pay the mortgage, send the kids to college, and make the Mercedes payment. They do little for the patient, who would have gotten better by him or her-self with the right knowledge and a little proper conservative help.

The help needed usually comes in three forms: 1) Most people suffering from back pain need the necessary *supplements* to rebuild joints. 2) Some need *physical therapy* in the form of spinal or joint adjustments or treatments. And, 3) Others need help examining the *emotional cause* of back pain. Charles Schulz, who wrote *Peanuts*, wrote, "there is nothing like a little physical pain to keep your mind off your emotional problems." And this is a telling statement indeed.

There are people who are "cured" of back pain, only to suffer the same pain over and over again throughout life. If this is you, you have to truly digest Charles Schulz' statement. One of my most wise and wonderful professors used to love to say, "thoughts are things." When it comes to back pain, your brain can keep you in pain throughout your whole life.

Which brings us to John Sarno, MD, author of *Healing Back Pain*. Like me, he has seen thousands of patients with back problems and medical diagnoses that were not the cause of the pain. And he has taken it a step further in helping uncover the relationship between the brain and back pain. We will go into this connection in depth in a future article, but suffice it to say that a great percentage of back pain is caused by emotional problems.

Naturally, you as well as I know of someone who had a complete surgical cure of back pain. And indeed there are these cases. But in the great, great majority of cases, the scary diagnosis is not the cause of the pain.

What to Do

If you have serious problems that aren't a medical emergency, you should proceed as follows:

- 1) Know that X-rays and MRIs are poor tools for diagnosing the real causes of back pain.
- 2) Understand that even when the back is surgically opened, it is difficult or impossible to find the cause of the pain.
- 3) **Forget** what you have been told about the cause of your back pain and know that almost all back problems (no matter what you have been told) will heal themselves in 18 months or less.
- 4) Supply the skeleton with the necessary nutrients needed to rebuild bones and joints. Treatment for **osteoporosis** will accomplish this. Treat for two years. We have a free flyer on this treatment. Just send us a self-addressed envelope with two stamps and say OSTEOPOROSIS.
- 5) Use conservative therapy (chiropractors, osteopaths, physical therapists, etc.) during the time you are rebuilding your skeleton.
- 6) Remember that your brain is a major cause of chronic back, neck, leg, arm, face, and head pain. This is also true for fibromyalgia. Pick up a copy of **Healing Back Pain** by John Sarno, MD, for some real enlightenment.
- 7) Try hard to dismiss the paralyzing fear caused by your doctor, your diagnosis, or your pain. Once the real cause is discovered and properly treated, your problem will eventually disappear.

HEALTH ALERT 5 Harris Court, N6, Monterey, CA 93940-5753

March 2005, Volume 22, Issue 3

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

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 GOOD OLD DAYS OF FLYING

WW1 ROYAL FLYING CORPS MONTHLY SAFETY REPORT

December 1917

(Extracted from a Daedalian Foundation Newsletter)

INTRODUCTION

Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

RESUME' OF ACCIDENTS

1. Avoidable accidents this last month:

- a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.
- b. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.
- c. Another pilot in a B.E.2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.
- d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.
- e. While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge.
- f. A B.E.2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

2. There were 29 unavoidable accidents from which the following are selected:

- a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
- b. Sixteen B.E.2s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.
- c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

COST OF ACCIDENTS

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings, sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot and observer in the Service.

ACCIDENT BRIEFS

No.1 Brief:

No. 912 Squadron, 3 December 1917,
Aircraft type B.E. 2C, No. XY 678,
Total solo -- 4.0,
Pilot Lt. J. Smyth-Worthington,
Solo in type -- 1.10.

The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedeted manoeuvre, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines attitude, and by skilful manipulation of the flying wires successfully side-slipped into a nearby meadow.

Remarks: Although through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation. R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief:

No. 847 Squadron, 19 December 1917,

Aircraft type Spotter Balloon J17983,

Total solo 107.00.

Pilot Capt. D. Lavendar, Solo in type 32.10. Captain Lavendar of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable manoeuvres, whilst rapidly emptying itself of gas. The pilot was thrown clear and escaped injury, as he was lucky enough to land on his helmet.

Remarks:

This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence, it has been recommended that pilots will not fly during periods of duty as Officer of the Day. Captain Lavendar has subsequently requested an exchange posting to the Patroville Alps, a well known mule unit of the Basques.

No. 3 Brief:

Summary of No. 43 Brief, October 1917. Major W. deKitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne. The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot. The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the Court should be reconvened. After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorised to fly his aircraft on a day when there was absolutely no lift in the air and therefore could not be held responsible for the accident. The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

still relevant today, especially engine noises

FLYING SAFETY TIPS

Horizontal turns.

To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash precautions:

Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Passengers should always use safety belts, as the pilot may start stunting without warning. Never release the belt while in the air, or when nosed down to land.

Engine noises.

Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.

WATCH THAT FIRST STEP

The First Marine Air Wing had this write up in their Safety publication

Wing Tips: It was conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine without damage under the circumstances. It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to complete failure of the engine. It was doubly unfortunate that upon alighting from his machine he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury. Some thought should be devoted to a means of identifying wing-traversing catwalks to assist aviators in disembarking from their various machines.

TO THE MOON
You have to be old enough to appreciate this.



"It's Alice Kramden!"

THOUGHTS ON BEING "OLD"

Reporters interviewing a 104-year-old woman: "And what do you think is the best thing about being 104?" the reporter asked.

She simply replied, "No peer pressure."

Just before the funeral services, the undertaker came up to the very elderly widow and asked, "How old was your husband?"

"98," she replied. "Two years older than me."

"So you're 96," the undertaker commented.

She responded, "Hardly worth going home, is it?"

A 97-year-old man goes into his doctor's office and says, "Doc, I want my sex drive lowered."

"Sir, you're 97. Don't you think your sex drive is all in your head?"

"You're damned right it is!" replied the old man. That's why I want it lowered!"

LETTERS

LEWIS H. BRUBAKER—Bonita Springs, FL

Dear Cleve, The years roll by faster and faster. 84 years old and still trying to get that elusive white ball in the hole.

Alls is well with Carol and I. Looking forward to seeing old friends at the convention.

Thanks for all your good work. Sincerely, *Lew*

IVORY BRUMMET—Sequim, WA

Hi Cleve--Peggy and I built a new home this past year and are now enjoying the task of finishing the landscaping --etc. We're still enjoying Sequim and have had a beautiful winter here.

We look forward to the *RUPANEWS* each month and want to thank you and all your helpers for a great job. The check is in the mail.

Sincerely, *Ivory*

BEN H. CONKLIN—Sebring, FL

Hello Cleve & All, A little late this year. Rose had a knee replacement a month ago and had some unexpected problems and we have been a little busy. Having therapy now and things are moving along in good shape. Surgery was fine but her blood count was low on salt and she became very weak. It took a couple of weeks back in the hospital to get things back to normal.

Son Ben is now enjoying retirement but of course sweating out the checks. Everything normal so far but a change will come sooner or later as we all know. He keeps in touch with Doug who keeps us all up to date.

I'm still doing OK for 83. Play golf 2 or 3 times a week and shoot my age every time I play. Trouble is, I pass it on the 14th hole or there about.

Regards to all, *Ben*

GLEN DE VORE—Ferndale, WA

Dear Retirees, Another year passed and I am still on the barber pole.

Two years and five months have passed since Madeline had a stroke which affected her left side, but the Blue Cross claim has yet to be resolved. Blue Cross retroactively terminated her rehab care six weeks before we found out! She was in Yale hospital and I was informed the terminating letter went to our home in Bellingham, WA. So much for approved providers and case managed care. We jumped ship and use group health now. She just got a new knee installed this week, so we are hopeful it terminates the bone on bone grinding.

I hope everyone paid their dues this year. URPBPA looks like the only game in town. I guess the clowns who love flying so much that they would work for nothing must feel better now. I never noticed any lawyers saying that. I retain four of them working on different deals, but I never see any apologies for the fees.

Speaking of lawyers, do any of you guys know any attorneys around San Diego who do business litigation? In my dreams I dream of finding one who is as interested in my case as themselves. If so, let me know at gldervo3@aol.com, 360-933-0209.

We sold our house in CT last summer. We weren't there enough to justify keeping it and we are downsizing to less commitments.

I am a charter member of the Pack Rat Patrol and had collected stuff since 1973. The biggest challenge was to sell the sailboats. It isn't the initial cost that scares buyers, but the annual dock hauling and storage fees.

The boy child has had a sabbatical since January, 2004. He was based at DEN and this week the Company called for him to report April 4. He thought about half of the guys were available to go back to work when called. The others must be on military duty or are busy elsewhere.

Thanks to the worker bees from the California hive who keep this publication viable. *Glen*

C.E. DECOSTER—Kaneohe Bay, HI

Hi Ted,

In Abe Lincoln vernacular, I have reached three score and eleven.

Alice and I celebrated 45 years of marriage with a barge cruise up the Rhone River last summer, through Provence to Lyon. We are planning a Princess Cruise to the Western European Capitols this June.

One and a half years ago, Alice was diagnosed with breast cancer. After surgery, radiation and the daily use of the medication Arimidex, she looks and feels great. Except for quarterly trips to California for Dr. check-ups, we remain on our tropical island in the middle of the Pacific, walking, swimming and playing golf. Life is good!

Buddy

PETE DELO—Boulder, CO

Hi Ted, Cleve and my fellow RUPA members. Thanks to everyone ("stuffers and folders") that makes "our" publication possible. I really enjoy the letters and the RUPA meetings when I can attend.

It's been 2 years since retirement and I don't miss going to the job at all - but the flying and people are a different story. My wife, Sharon, is almost 2 years into remission and looking forward to many more years being the new "captain" around the house. SS this year and Medicare in 3 - "*Who'd a thunk*". Three UAL SA round-trips this year with no problems and the new on-line check-in works great - 1st or Business accommodations each leg and the agents and crews all seemed focused and helpful. Security is another thing - I will always wonder what goes into the pits.

Trips this year were Seward, AK for annual fishing with a bunch of reprobates from various airline for "Buts" and "Silvers" (freezer still $\frac{1}{2}$ full), the wonderful RUPA Alaska cruise and a family reunion in VA in March for Mum's 80th .

I'm flying (right seat) on a Lear 23 that was manufactured before I started flying 40 years ago. It's like flying an XKE Jag. Great owner and left-seat GA guy and the trips are always fun, usually just for pleasure purposes - both coasts, Alaska and the Caribbean. Getting the jet RVSM qualified cost more than the plane but they are willing to spend

the bucks. Best issue is no crew desk - I get to enter my schedule on theirs and they work around that! We get to be pilot, dispatcher, baggage loader and maintenance control all for the same pay (but it is fair). The left-seat guy is very receptive to how we did things on the airline and it makes a great crew.

Ray Brice, if you read this we have SATCOM for the passengers on a 40 year old jet! For everyone else, the "*Tin Logbooks*" are gone now and crews use a laptop with CD maintenance info instead. I have a souvenir logbook as a door-stop and wonder what happens when the (1) laptop goes "TU".

Never had many "toys" so our pension debacle probably wont hurt Sharon & I too much but it sure will take away some of the "possibilities" for fun stuff. For all of us, it is a staggering denial of promises made for the work done by us to earn those benefits. In short, it sucks. I wish everyone retired and my friends still flying the best.

Check in snail mail and thanks.

Pete and Sharon

RON DENK—Summit, NJ

Ten years into retirement and to celebrate I'll get this in a couple of weeks early. Actually, we hope to be in Jacksonville with our younger daughter, Kathleen, and her Navy husband on my birthday. Betty and I have maintained a low profile for the last year and have enjoyed reasonably good health.

We were saddened by the passing of Bump Hanley who will be missed by all the New York Skyscrapers.

We had a great time at the 50th reunion of my Air Force Class 54J last May in Charleston, SC. Have to say that we've all aged pretty well.

Manage to stay active in a couple of camera clubs and their competitions. Since I purchased a good Epson photo printer and a slide scanner, I've really taken to digital printing. Still happy with my film cameras and have no urge to trade them in for the digital variety.

We're looking forward to the air show season and are praying for good weather on the weekends.

Our older daughter, Maria, and her husband are only 30 minutes away so we get to see them at least weekly. I can't adequately express my appreciation to Doug Wilsman for his monumental efforts in

analyzing and making sense of all the news on the bankruptcy front. Thanks also to Bruce McLeod for getting all that info out to us on the web. And of course thanks to you Ted, Cleve and the folders & stuffers, for keeping the *RUPANEWS* coming each month. It is the only publication that comes into the house and is read cover to cover.

Ron

RICHARD L. EMERY—Crystal Lake, IL

Hi Cleve, Betty and I have been in Hawaii for six weeks and about to start for Chicago where we'll rest up for a May trip to Jacksonville to see our son Eric who is a navy pilot stationed at NAS Jacksonville. While we were in Hawaii we were able to have our other son, Chris, his wife, Jen, and our two grandchildren come to visit for two weeks. It is hard to believe there could be that much energy left in the world.

Aloha from Maui, *Dick & Betty Lou*

EDWARD A. ERNST—Los Altos, CA

Dear Cleve, Ed suffered a serious stroke 29 December 2003 which left him hemiplegic—he knows and understands all but does not speak very well—he sings very well!

The one good thing that came out of it all is that his hearing is perfect after years of wearing numerous hearing aids, not very satisfactory.

He's home and doing better all the time. Has a positive attitude and never complains.

We enjoy the *RUPANEWS*. Sincerely, *Polly*

HERBERT O. FIDLOW—Ft. Lauderdale, FL

Dear Cleve, The years as we all know pass by much too quickly! Been another good year for our family, no bones broken or anyone having serious problems. Sheila and I traveled a little and stay very active.

The information this past year in the *NEWS* has been very helpful, and we thank everyone for their efforts, time and determination in fighting the good fight.

Thank you all for the hard work and dedication on our behalf.

Sincerely, *Herb*

CHUCK FITCH—Dallas, OR

Dear Cleve: I always enjoy reading the *RUPANEWS*—even though I recognize fewer & fewer familiar names as the years go by. At age 90, May 20, I am now renewing my postage dues only on an annual basis!

Keep up the great work & best regards, *Chuck*

PETER FRIEDMAN—Edgewater, MD

Hello to all,

What a year, or two or three! What's next? By the time this letter hits the pages of the *RUPANEWS*, we may know what UAL and the Government have in store for us. And, it probably won't be pretty.

Who's lucky and who's not? My prayers go out for those of you who are totally reliant on the A-Plan. My wife, who is much more intelligent than I, asked me why ALPA did not foresee or negotiate for "pension security", and why doesn't ALPA represent the retiree. Well, because I was told as a youngster, what we always negotiate for the senior captain. What he takes into retirement, he will get for life. Well, I guess that ain't so!!

ALPA National has totally abandoned us, and UAL ALPA is a disgrace with no leadership. What happened to the UNITY and Brotherhood that we learned in '85 and before? The ALPA we remember, good or bad, is a thing of the past. United Airlines is but a memory, a good one in most cases. But, it is gone forever.

I thank of all of you great friends and captains I used to fly with for a terrific 34 years. The memories of the Capital guys, and all the characters and events will make a terrific book. (All names will be changed to protect the guilty!)

I wasn't a Roger Hall fan through ESOP. I didn't agree with givebacks with stop-losses, but I am totally proud of Roger, and Jerry Terstiege and the URPBPA crew. Without them, we would be up the creek without paddles, buckets, or anything.

Their service is well beyond the call of duty. Please, if you haven't supported them, do so. Thank you, Roger.

Down off the soapbox.

Although life on the Chesapeake Bay is great, this year has been spent by planning and adjusting to what may be ahead. Since Marcia, my wife, is still in the insurance business, we have to plan our travels around her work schedule. We did manage to get a couple ski trips to Utah.

I did some boat captain work last summer for a local SeaRay dealership, but I quickly became disenchanted with their idea of a safe operation. The problem is that we are highly trained pilots. We learned not to take chances. As many of you might have found out, a safe operation is planned, not taken for granted. Some of these operators just don't want to be bothered. Any of you who are boaters know how crazy and uncontrolled the boating world is. Even though there are regulations, there is no enforcement.

I still have lots of work keeping up with rental properties and the ever present "honey do" list. And, of course, there are the kids and grand kids.

As I said last year, please keep in touch. If you are or going to be in the Annapolis area, our tel. no. and e-mail address is in the RUPA directory. Always time for crabs and a beer.

Fraternally, **Peter**

TOM HUDGENS—Cherry Hills Village, CO

Dear Cleve, Thanks for all you and the other pilots do for *RUPANEWS*.

Though the world in general looks foreboding now, there are bright spots. Back in 1939 Clarence Streit wrote a book entitled "UNION NOW" in which he recommended that the democracies around the Atlantic should unite so that they would be so strong Hitler would never attack. He was too late, but his book became a best seller and his concepts live on today and are promoted by the Association to Unite the Democracies. The world is democratizing:

*The European Union now has 26 nations which are uniting, with ten more to join in the next few years.

*Afghanistan and Iraq are developing fragile democracies.

*South Africa has become a democracy.

*Yugoslavia has thrown out its dictator and democratized.

*Palestine and Israel are beginning to show signs of democracy.

*In the year 2000 107 democracies and wanna-be democracies gathered at Warsaw, Poland under the leadership of Madeleine Albright and in their Warsaw Declaration set up a democratic caucus in the UN, which is now functioning well.

*Now, if we can just get North America to unite with the EU in a limited federal democratic form of government, the world will be well on its way to freedom, democracy and no more war among nations.

The world will be democratized by the end of this century. This will complete Clarence Streit's Dream.

Yours in Peace, **Tom**

SID & REVA HUFF—Lake Tahoe, CA

This past year has been a tough one. In May I fell down and broke my left knee cap and hurt my right knee. Now having problems with both, in walking.

Am still spending Jan, Feb, March in San Diego in our motorhome. Sure beats shoveling snow back home. Weather in San Diego has been raining all winter.

Playing lots of golf — now using a golf cart.

Lets keep good thoughts for UAL. **Sid**

DAVID E. JOHNSON—Arvada, CO

We're fine, except Jo's asthma restricts her activities more and more. I still bicycle, ski and don't play golf -- but keep trying. We frequently travel by car. We also use our passes a lot. UAL's Skynet/Weblist works great for finding the best times to go and listing. The NRSA update in the April *RUPANEWS* was good. However I've never had any luck with 1-800-UAL-LIST. The other volunteer-staffed phone #'s sound like a good backup. Our cheap travel, pensions, medical benefits, etc., all hang on the price of fuel, the skill of management, etc.

Also, there might be another, younger David Johnson coming into RUPA soon; I met him at a union meeting once. Common names are a pain!

Thanks for all your work, **Dave**

SAFETY

From Carol G./ SFOFO

Hi Guys...I received this today, and it's so dramatically different from everything we've heard...I sent a copy to folks at UA, since we have so many crews in hotels all over the world. Hope this finds all well with all of you. Cheers! Carol

HOW TO SURVIVE IN AN EARTHQUAKE

This makes very interesting reading. It goes against everything you've probably been told about how to survive an earthquake. In this time of earthquakes, tsunamis, mud slides etc... read this... it may save your life. Then pass it along to anyone you would like to be alive after an earthquake.

EXTRACT FROM DOUG COPP'S ARTICLE ON THE "TRIANGLE OF LIFE"

My name is Doug Copp. I am the Rescue Chief and Disaster Manager of the American Rescue Team International (ARTI), the world's most experienced rescue team. The information in this article will save lives in an earthquake.

I have crawled inside 875 collapsed buildings, worked with rescue teams from 60 countries, founded rescue teams in several countries, and I am a member of many rescue teams from many countries. I was the United Nations expert in Disaster Mitigation for two years. I have worked at every major disaster in the world since 1985, except for simultaneous disasters.

In 1996 we made a film which proved my survival methodology to be correct. The Turkish Federal Government, City of Istanbul, University of Istanbul Case Productions and ARTI cooperated to film this practical, scientific test. We collapsed a school and a home with 20 mannequins inside. Ten mannequins did "duck and cover," and ten mannequins I used in my "triangle of life" survival method. After the simulated earthquake collapse we crawled through the rubble and entered the building to film and document the results. The film, in which I practiced my survival techniques under directly observable, scientific conditions, relevant to building collapse, showed there would have been zero percent survival for those doing duck and cover. There would likely have been 100 percent survivability for people using my method of the "triangle of life." This film has been seen by millions of viewers on television in Turkey and the rest of Europe, and it was seen in the USA, Canada and Latin America on the TV program Real TV.

The first building I ever crawled inside of was a school in Mexico City during the 1985 earthquake. Every child was under their desk. Every child was crushed to the thickness of their bones. They could have survived by lying down next to their desks in the aisles. It was obscene, unnecessary and I wondered why the children were not in the aisles. I didn't at the time know that the children were told to hide under something.

Simply stated, when buildings collapse, the weight of the ceilings falling upon the objects or furniture inside crushes these objects, leaving a space or void next to them. This space is what I call the "triangle of life". The larger the object, the stronger, and the less it will compact. The less the object compacts, the larger the void, the greater the probability that the person who is using this void for safety will not be injured. The next time you watch collapsed buildings, on television, count the "triangles" you see formed. They are everywhere. It is the most common shape, you will see, in a collapsed building. They are everywhere.

TEN TIPS FOR EARTHQUAKE SAFETY

- 1) Most everyone who simply "ducks and covers" when buildings collapse are crushed to death. People who get under objects, like desks or cars, are crushed.

2) Cats, dogs and babies often naturally curl up in the fetal position. You should too in an earthquake. It is a natural safety/survival instinct. You can survive in a smaller void. Get next to an object, next to a sofa, next to a large bulky object that will compress slightly but leave a void next to it.

3) Wooden buildings are the safest type of construction to be in during an earthquake. Wood is flexible and moves with the force of the earthquake. If the wooden building does collapse, large survival voids are created. Also, the wooden building has less concentrated, crushing weight. Brick buildings will break into individual bricks. Bricks will cause many injuries but less squashed bodies than concrete slabs.

4) If you are in bed during the night and an earthquake occurs, simply roll off the bed. A safe void will exist around the bed. Hotels can achieve a much greater survival rate in earthquakes, simply by posting a sign on the back of the door of every room telling occupants to lie down on the floor, next to the bottom of the bed during an earthquake.

5) If an earthquake happens and you cannot easily escape by getting out the door or window, then lie down and curl up in the fetal position next to a sofa, or large chair.

6) Most everyone who gets under a doorway when buildings collapse is killed. How? If you stand under a doorway and the doorjamb falls forward or backward you will be crushed by the ceiling above. If the door jam falls sideways you will be cut in half by the doorway. In either case, you will be killed!

7) Never go to the stairs. The stairs have a different "moment of frequency" (they swing separately from the main part of the building). The stairs and remainder of the building continuously bump into each other until structural failure of the stairs takes place. The people who get on stairs before they fail are chopped up by the stair treads - horribly mutilated. Even if the building doesn't collapse, stay away from the stairs. The stairs are a likely part of the building to be damaged. Even if the stairs are not collapsed by the earthquake, they may collapse later when overloaded by fleeing people. They should always be checked for safety, even when the rest of the building is not damaged.

8) Get Near the Outer Walls Of Buildings Or Outside Of Them If Possible - It is much better to be near the outside of the building rather than the interior. The farther inside you are from the outside perimeter of the building the greater the probability that your escape route will be blocked.

9) People inside of their vehicles are crushed when the road above falls in an earthquake and crushes their vehicles; which is exactly what happened with the slabs between the decks of the Nimitz Freeway. The victims of the San Francisco earthquake all stayed inside of their vehicles. They were all killed. They could have easily survived by getting out and sitting or lying next to their vehicles. Everyone killed would have survived if they had been able to get out of their cars and sit or lie next to them. All the crushed cars had voids 3 feet high next to them, except for the cars that had columns fall directly across them.

10) I discovered, while crawling inside of collapsed newspaper offices and other offices with a lot of paper, that paper does not compact. Large voids are found surrounding stacks of paper.

Spread the word and save someone's life!

ADDITIONAL LIFE SAVING INFORMATION

BE SAFE!

We can now add to the list of victims the retired 77 yr. old TCU professor from Ft Worth whose body was found last week in Oklahoma--and the 11 yr old in Sarasota, FL. Because of these recent abductions in daylight hours, refresh yourself of these things to do in an emergency situation... This is for you, and for you to share with your wife, your children, everyone you know. After reading this, forward it to someone you care about. It never hurts to be careful in this crazy world we live in.

-
1. Tip from Tae Kwon Do: The elbow is the strongest point on your body. If you are close enough to use it, do!
 2. Learned this from a tourist guide in New Orleans. If a robber asks for your wallet and/or purse, DO NOT HAND IT TO HIM. Toss it away from you.... chances are that he is more interested in your wallet and/or purse than you, and he will go for the wallet/purse. RUN LIKE MAD IN THE OTHER DIRECTION!
 3. If you are ever thrown into the trunk of a car, kick out the back tail lights and stick your arm out the hole and start waving like crazy. The driver won't see you, but everybody else will. This has saved lives.
 4. Women have a tendency to get into their cars after shopping, eating, working, etc. and just sit doing their checkbook, or making a list, etc.. DON'T DO THIS! The predator will be watching you, and this is the perfect opportunity for him to get in on the passenger side, put a gun to your head, and tell you where to go. AS SOON AS YOU GET INTO YOUR CAR, LOCK THE DOORS AND LEAVE.
 5. A few notes about getting into your car in a parking lot, or parking garage: a.) Be aware: look around you, look into your car, at the passenger side floor, and in the back seat. b.) If you are parked next to a big van, enter your car from the passenger door. Most serial killers attack their victims by pulling them into their vans while the women are attempting to get into their cars. c.) Look at the car parked on the driver's side of your vehicle, and the passenger side. If a male is sitting alone in the seat nearest your car, you may want to walk back into the mall, or work, and get a guard/police officer to walk you back out. IT IS ALWAYS BETTER TO BE SAFE THAN SORRY. (And better paranoid than dead.)
 6. ALWAYS take the elevator instead of the stairs. (Stairwells are horrible places to be alone and the perfect crime spot).
 7. If the predator has a gun and you are not under his control, ALWAYS RUN! The predator will only hit you (a running target) 4 in 100 times; And even then, it most likely WILL NOT be a vital organ. RUN!
 8. As women, we are always trying to be sympathetic: STOP. It may get you raped, or killed. Ted Bundy, the serial killer, was a good-looking, well educated man, who ALWAYS played on the sympathies of unsuspecting women. He walked with a cane, or a limp, and often asked "for help" into his vehicle or with his vehicle, which is when he abducted his next victim.
 9. Another Safety Point: Someone just told me that her friend heard a crying baby on her porch the night before last, and she called the police because it was late and she thought it was weird. The police told her "Whatever you do, DO NOT open the door."

The lady then said that it sounded like the baby had crawled near a window, and she was worried that it would crawl to the street and get run over. The policeman said, "We already have a unit on the way, whatever you do, DO NOT open the door." He told her that they think a serial killer has a baby's cry recorded and uses it to coax women out of their homes thinking that someone dropped off a baby. He said they have not verified it, but have had several calls by women saying that they hear baby's cries outside their doors when they're home alone at night.

Please pass this on and DO NOT open the door for a crying baby. The Crying Baby theory was mentioned on America's Most Wanted this past Saturday when they profiled the serial killer in Louisiana. I was going to send this to the ladies only, but guys, if you love your mothers, wives, sisters, daughters, etc., you may want to pass it on to them, as well. Send this to any woman you know that may need to be reminded that the world we live in has a lot of crazies in it and it's better to be safe than sorry.

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

MIKE KAUFMANN—Santa Cruz, CA

mpkpaa@cruzio.com

Birthday #69 coming up in May. Seven years since retiring in 1998. My wife Sue is still working but finds time to make vacations. We just had the longest vacation either of us ever had, almost four weeks.

Down under, we went to Sydney in late January and spent three days in beautiful weather. We climbed the Sydney Harbor Bridge and were there for the Aussie National Holiday. Lots going on - fireworks on the Harbor, an airshow and an opera, Tosca, at the Sydney Opera House.

Then Air New Zealand to Christchurch in the South Island of New Zealand. One day seeing Christchurch and back on Air NZ again down to Queenstown, an outdoor activity hub for all sorts of hikes, excursions, and sightseeing. It was our jumping off point for the Milford Track, a 3 day hike through some of the South Islands most beautiful scenery, ending up in Milford Sound, a beautiful fjord on the South Island's West coast. Back in Queenstown, we took a Lord of the Rings tour visiting four of the filming sites around Lake Wakatipu. Then we rented a car and drove to the Kawarau Bridge, the original Bungy jumping site. I took the jump and it was much more gentle than it looks! But a rush of adrenalin as you dive off that platform.

Then lunch in beautiful wine country on the way to Wanaka. There's a museum of WWII warbirds, Spitfires and such. Susan took her first skydive, 5000' of freefalling and then a five minute glide back to the hangar site. So we both had a big adrenalin rush that day. We stayed over at a lodge on the West Coast and the next day stopped at the Franz Josef and Fox Glaciers and took a helicopter flight that landed on the Fox Glacier. Enough time for a short hike and a snowball fight. Again, the weather was perfect. Then back to Christchurch for a hot air balloon ride over the Canterbury Plains. It was a jumbo balloon with 21 people in the basket! Then a visit to Akaroa, the Carmel of New Zealand. Drop off the car and fly back to Sydney and then a flight to Cairns and a 3 day stay in Port Douglas. Warm and humid, there are Rain Forests near the hills of the coastline and we took an aerial bucket tour seven miles long, ending up in Kuranda where Susan got to hug a Koala Bear. The a croco-

dile search on the Daintree River (we saw two!). We took a boat out to the Great Barrier Reef and snorkeled and scuba dove on Opal Reef. Then back to our last night in Sydney with dinner in Darling Harbor and a stroll around Bennelong Point. Could it be over so soon? Coming back, Sue got First Class and I got Business. Not a bad way to end what was our best vacation! You can see our pictures on
<http://homepage.mac.com/mpkaufmann/PhotoAlbum9.html> and
<http://homepage.mac.com/mpkaufmann/PhotoAlbum10.html> *Mike*

FRED KEISTER—Ft. Loudon, PA

Cleve, I can't believe it has been 15 years since I last set the parking brakes on the 747 at SEA.

Pat and I spend about five months here on Maui and the rest of the year on the farm in PA. We had lots of family members visit us here on Maui this winter.

I took some more computer courses at the college here and hope to make my PC user friendly.

Fred & Patricia

ED MAY—Issaquah, WA

Dear Ted. It's been 15 years since I worked, and Elly and I have been enjoying life. She got a pacemaker last year and I had a Carotid Artery scraped out the year before. Other than that, all is well. We certainly flew in the golden age and were very fortunate. I want to thank all that work on this News Journal and Our Webmaster who spends a great deal of time keeping us informed. It is sad to see the current state of our airline fighting to stay alive, holding in its hands the fate of thousands of faithful employees that years ago hitched their wagon to a star. I hope it can continue to exist. Thanks, *Ed and Elly*

MIKE S. MELIN—Mill Valley, CA

Dear Cleve, Enclosed is my check for \$25 - a little late but I just got back from a three week trip to South Viet Nam where I was for my "non-birthday" (Feb. 29).

I went with a few other RUPArians. Dick Lewer, who I went over with 39 years ago with the U.S. Marines to save the country from communism (we didn't do a very good job...), Tim Whitney, Russ Kellum, Doug Howden and five other old non-combatants completed our tour group. I recommend it highly to any old vets. The country has changed tremendously. It was very interesting and enjoyable, especially since they are not shooting at you.

It's been five years since retirement. I miss the flying but not going to work. Travel continues to be a priority. My wife and I went to Paris last September where we stayed at the crew hotel right by the Eiffel Tower. We won the trip at the ALPA tennis tournament but couldn't get a seat on good old UAL and had to buy ID 90 tickets on Air France. United was fully booked for a week - too bad they can't make any money with full airplanes.

My son, Stephen, graduates from a private college this summer and I was looking forward to a little extra cash but might just be able to get by now...

I have a new "old" sailboat, an Islander 36, and continue to do club racing in SF Bay. Win some - lose some but it keeps me off the streets. My skis still have a little camber left and my tennis game keeps improving.

Thanks for all the time and effort you have put in and I hope United survives. *Mike*

DUKE MILLER—Kaneohe, HI

Well we finally did it. In 2003 we sold the home of 34 years in San Carlos and moved to Helena, Montana. We bought a condo on a golf course about 10 miles out of town. Planning on staying there summers and fall. Janine is from Helena. Her mother had a stroke in 2002 and is in a rest home and her dad is in assisted care at a retirement center. Now we can spend more time with them. We are still playing golf here with some of our United friends, but haven't improved, even though we are having a good time. Had a great trip to the south of France this past May, with four United retirees, to an airline golf tournament. Janine and I went early and visited the Normandy Beaches just before the 60th anniversary. Our daughter Shannon and husband presented us with our first grandchild in November. We are heading up to Montana a little early as they are coming to visit over Mother's Day.

Thanks to all who work on the *RUPANEWS*, as we enjoy reading about everyone.

Duke

May, 2005 RUPANEWS

MARION D. MILLER—Arlington, WA

Dear Capt. Spring, I am writing to update you about my father, Marion D. Miller, retired from UAL for 30 years this April. Marion retired on the DC-8 in SEAFO in 1975. Since that time, he lived in the Seattle area near SEATAC until about 9 years ago, when he and his wife Virginia, moved north to the Marysville, WA area. Marion and Virginia are now living in an assisted living center in Marysville, a few miles from their daughter and grandchildren. In the summer of 2004, Marion had a stroke, which slowed him down a bit but he has pretty much recovered and is getting along OK now and still enjoying life. On April 23, Marion's son and daughter are planning a 90th Birthday party for Marion, who will be 90 years old on April 18th. Marion enjoys reading the *RUPANEWS* and keeping track of United retirees. He can be contacted at: M.D. Miller, 508 156th St. NE, Arlington, WA 98223.

If you or other United retirees have questions about Marion, feel free to write him or email me. I am Marion and Virginia's son, Dan Miller, and will be happy to provide more details.

Best regards, *Dan Miller*
cdmiller131@hotmail.com

ROBERT P. MORF—Charlottesville, VA

Dear Ted and *RUPANEWS* Readers:

Betty and I are now in our 3rd year in this Life-Care Community in Charlottesville, VA and with the help of a few prescriptions seem to stay well. I did another extended hike last September, this time in North Devon---my 4th in England---previously in Cornwall, Yorkshire, and Cotswolds. Also previously 3 in Spain---Catalonia, Andalusia, and Basque Country---plus 1 each in Ireland and Wales. Not sure where it will be this fall but possibilities are France, Italy, Greece, Czech Republic, or Slovakia. I'm very, very, very lucky to be able to do these things. My birthday in May is # 89 and I seriously doubt that this can go on much longer. I think the guides might rebel at pushing me over some of these trails in a wheelchair. My best regards to all. *Bob*

THIS IS A STORY FROM JEAN PAUL ROGER A SALTY, RETIRED FAA AIR TRAFFIC CONTROLLER.

You may be familiar with the convoluted IFR (instrument flight rules) climb-out procedures from LGA/JFK (LaGuardia/JFKennedy) especially when departing runway 31 Left. This was all before the 'pre-printed Standard Instrument Departures'. By the way, clearances were given and read back verbatim. LaGuardia had to follow our lead in runway configuration in order to avoid big bang collisions and aluminum pieces like chaff falling down on the City. Normally it was... depart the runways 31's, land on the 4's. A runway 31 JFK departure was aimed directly at LGA's runway 4 ILS (Instrument Landing System) localizer. A mere nine miles away. And so begins my story....

One dark and stormy night... I had the dubious pleasure of transmitting an 'ATC Clears..' to Alitalia 612, a DC-8 with the wine drinking crew of three immigrant lost souls who wanted only to get back to 'Italia' and some decent food. It went almost exactly like this... "Alitalia 612 Kennedy Clearance, cleared to Rome Fiumicino Airport, after departure turn left immediately heading 290 after leaving one thousand five hundred feet, or after two minutes, whichever occurs first. (I swear to God that is verbatim!). Turn left heading 160. Cross the runway 4 Right Localizer at two thousand five hundred or above. Turn left heading 080. Cross the Islip Localizer four thousand or below, the Riverhead 222 radial six thousand or above. Intercept the Hampton 180 radial direct to Hampton, direct Nantucket, Flight Planned Route. Expect final altitude Flight Level 330 ten minutes after departure. Departure frequency 122.5. On departure, for noise abatement, avoid Riis Park. Read back..."

Now keep in mind that due to the number of requests, clearances were read in four-second bursts; if that. Also remember that these European flights were fuel-heavy and had engines of about ten candle power in those days. Throw in a hot and humid night in NYC and you'll get the picture.

So... after "Read back" comes... Silence. And then more silence.

"Alitalia, you copy?" And then the fateful response... "I'm a gonna do yoost whatta you say".

Yeah, right. Well, the manual says that legally all a pilot has to do is acknowledge the clearance, so off he went to Tower frequency.... and fame.

Here come the intrepid aviators thundering down all 14,043 feet of runway 31Left, using every inch of it. I can picture Captain Baciagalupo with his goggles askew, his silk scarf trailing out the open side window...pinching his throat mike and screaming "WHEELS UPPA!!!"

No radio contact with Departure Control and no acknowledgement of Tower's frequency change instructions. Probably he was over on company frequency asking what the inflight movie was that night and did they have any decent wine on board. Meanwhile, he is strafing Flatbush Avenue at about 400 feet heading straight for the morning headlines. Now, next to the departure radar console is a red phone that terminates in speakers at both LaGuardia Tower and their Radar Room. All they heard over there was LOOOOKKKK OUUTTTTT!!!!!!

You think the Blue Angels can do a 'starburst' maneuver? You should'a seen LaGuardia's Localizer !

Somewhere south of the airfield, probably approaching Bermuda, after having cleared out both JFK and LGA Localizers comes a plaintive question from AL612... "Where's thisa Greasy Park?"

Yours for safe aviation,

Jean-Paul

DOUG ORME—Irvine, CA

Fellow Ruparians (a.k.a. *fellow old farts*)

Summer 2001—there I was seven miles above earth at 85% the speed of sound, on my way to Auckland, my B-fund safely invested in a solid company (UAL), winding my career down toward a splendid retirement. I remember saying at the time that these are the good old days. Weren't they, though! I thought I'd be bored afterward.

Since retiring in 2003, I've been busier than ever, mainly working harder for less pay and looking forward to working harder for less pay until the end of time. I am a substitute teacher at the local high school and enjoying it very much. Usually it's the Spanish, English or History departments who call--subjects where at least I have some knowledge--but occasionally I am pressed into service in the Science department. I call those days *Science Fiction*. Sometimes I teach Statistics. I call those days *Being There*, but did you ever notice how much we used statistics in our profession? I also counsel the Boy Scouts for their Aviation Merit Badge.

After I retired, a couple of great retired guys got me two test and ferry flights on B757's, one up over Alaska, down over Siberia and into China. The other was to Abu Dhabi via Gander and Shannon, the Alps and the desert. Those were true adventures, great fun, but the work was only occasional and my lawyer friend and my accountant friend both assured me that I couldn't afford the liability risk. Then another good old retired guy put me in touch with the people at NetJets and now I chauffeur the rich and famous around the country in the Hawker 800 XP. The airplane is really a lot of fun and, occasionally, we even go to airports with operating control towers.

I did one really good thing before retirement. I paid off the house that I love. It is what you might think of as a co-pilot house rather than a captain house, but it has a picket fence in front, a pool in the back and a huge, lush park across the street. I still live there with the divine Miss Lana, who has not mellowed with age. No, we don't travel the world and we don't have a second home in Hawaii, but the weather is almost always beautiful here. We do live near the beach, the mountains, the opera, the golf course and our children and grandchildren. I frequently soak all ten grandchildren in the

pool until their little toes wrinkle and then cook hotdogs and hamburgers for them until they hurl. In lieu of a vacation home, Miss Lana and I make regular visits to Coronado Island—the Hotel Del Coronado—where we take our usual room with balcony overlooking the garden, hang out at the beach and take in whatever is playing up at the Olde Globe Theatre. We are both enjoying good health, working hard and haven't missed a single retirement check...yet. Hey, maybe *these* are the good old days. Enjoy them while we can. I think of you all and often remark that we shared the golden age of aviation.

Still loquacious, **Doug**

JIM OXLEY—Sonora, CA

Dear Cleve, I just noticed that my renewal is way past due. I'm only 86 so it can't be my age. I'm still kicking, not as high or as often.

In May, my daughter and son-in-law took us on a cruise, a birthday gift, and had a great time. In October, we went to Albuquerque, NM to visit my nephew and his family. He just retired from Purdue, an English professor, now you know where the brains are.

Then in December, we went to San Antonio for New Years. Very pretty, never saw so many lights. The River Walk was some thing to see. **Jim**

OAKLEY PORTER—Sunriver, OR

Hi Ted:,

I am a little early but I guess it is better than being late, sent my check to Cleve.

Well I guess it is time for my newsletter again already, It seems I just did that.

To all who make the *RUPANEWS* possible we both enjoy it very much, thanks.

I thought Clay Golden's letter in the March News Letter was outstanding and I agree 100%. Thanks Clay.

I read all the letters about everyone flying their own airplane and I sure miss mine after commuting in it for twenty-five years.

Everything here at the Porter residence is about the same, still both in fairly good health.

We made our usual trip to Kimberly B/C fly fishing for two weeks in June. July we went to Coeur d'Alene Idaho for our yearly Golf tournament with our Pahrump Friends was very enjoyable. I think that I had the best years with dear old United from 1944-1985; love every minute of it.

My golf is not what it used to be. If I live to be 115 maybe I could shoot my age.

Have a good summer, *Oak and Fern*

ORV PRATT—Vero Beach, FL

Dear Friends,

Hello from the Vero Beach Pratts. I've been retired 8 1/2 years – went out 2 1/2 years early at 57 1/2. Barb and I have been living happily here in Vero Beach since then. I attended the Florida Treasure Coast April luncheon - my first. It was great to see so many old friends and flying partners. I always considered that the United Pilots as a group were an exceptional lot. This was proven out back in 1985. It was my pleasure to work with you and to be a part of this proud group.

Today is my 4 month anniversary after prostate surgery. Perhaps some of you can benefit from my medical experience back in 2004. For 20 years I had a gradual normal PSA rise. However, in May 2004, my PSA rose to 4.3 then in July to 4.9. Because of my elevated PSA and the fact that my DRE indicated a slightly enlarged left lobe, my VA doctor sent me to have a biopsy. My biopsy showed carcinoma - Gleason score of 3+3=6 out of 10. I discussed the results of my biopsy with 5 different urologists. They all advised me to have a radical prostatectomy (laparoscopic or open).

On December 15, 2004, I had a laparoscopic prostatectomy performed by Dr. Christian Pavlovich, Director Urologic Oncology of Johns Hopkins Bayview Medical Center in Baltimore, MD. The pathology report of my removed prostate indicated that my cancer was more aggressive and involved more tissue than my biopsy had indicated. Fortunately, the pathology report also showed that the cancer was all contained in the prostate. My post surgery PSA test on January 27, 2005 indicated a PSA of less than 0.1. This was not a fun

experience at all. But, I survived it and the cancer is gone. My advice to all men is to have your PSA checked regularly, go get the biopsy when the doc tells you, and if you have prostate cancer and you are a candidate for a radical prostatectomy - do it.

Semper Fi, *Orv* vbpratts@juno.com

JOHN C. RAINS—Morristown, VT

Four years of retirement and still getting two checks. Health is good and still married to my favorite stewardess, so I feel I'm a lucky guy. Our kids are doing well so we're lucky there also. Next month we're flying down to FLL and from there we're leaving on a big boat and 14 days later we'll be dropped off near Rome, IT. Spending 6 more days in Tuscany and then back to VT and hope it's started looking like spring. No plans for the summer except to enjoy Vermont.

Thanks for helping to keep us informed about the problems with UAL and the pension. I'm grateful to the guys who are working so hard to help protect our retirement benefits. *John*

ED ROONEY—Naples, FL

Dear Cleve, 2004 marked our 40th wedding anniversary. It has also been 40 years since I received my commission and wings as a fledgling Naval Aviator. How the time doeth flyeth.

In June, we celebrated with a family reunion/vacation at our favorite Hawaiian location, the Mauna Kai-Maui. All eleven of us added many more great memories. The rest of the summer we seemed glued to "The Weather Channel" watching those four horrific hurricanes ravage Florida. We escaped with only minor roof damage from a falling tree limb.

In November, our oldest daughter and her husband brought Connor Patrick, a healthy boy, into the world. He is our fourth grandson. Now we need a grand daughter to keep all these boys shaped up.

I think its time for another round of letters to Congress to promote our cause in the UAL debacle.

Best regards to all, *Ed*

PETE SAEGER—Silverthorne, CO

Hi Ted, hardly can believe it's been 4 years now circling the drain. We're back in the hi-country of Colo. doing our spring ski thing. Then on to Pa. for a month with our daughter before returning to the mountains for the summer. My wife's solution to this pension dilemma, "hey let's build a new house", and so we are. Oh well, something more to put on the plate. We're enjoying good health and life in general. Take Care and God Bless, *Pete*

BILL AND GAY SCHOLES—Costa Mesa, CA

Hi Ted,

We miscommunicated last year and I am a month late this year with my news.

We have enjoyed our summers in north Idaho the last few years and will be going back up there in May.

We both are in good health and are having fun with life.

I have been enjoying snow skiing. It seems the new equipment gave me better skills so it has been fun. I usually ski with other old guys so we look out for each other. I wish my golf game would get better like my skiing.

Gay and I decided to downsize a bit and have sold our house in Costa Mesa. I think we will look at wintering in Arizona somewhere. I hate to leave this wonderful climate but the retirement situation with United forces us to do what is best. We have been here since 1968.

We both enjoy the *RUPANEWS* and "thank you", to all that keep it coming.

Until next year, *Bill and Gay*

KEN SCHROEDER—Rapid City SD

"Hello" to all my shipmates! My respects to those who blazed a trail for us in the 30's thru the 50's. We salute you! Now that we are in our great turmoil, where are you when we need you? We know that you are the greatest generation. God Bless You All.

I have a business card given to me on arrival in SAN about 15 years ago. The card introduces Louis J. Krentz, National Treasure Air Mail Pioneers, 1918-1927, Menlo Park. Anybody remember Louis?

My Sky Goddess, Lois, is going back to work on April 1st.....back to 91 wages and very few perks. She is ready and will serve for at least two more years. Now I have to domesticate around here. OK, but not a day longer than two years!

It's our fifth year of drought here in western South Dakota. The low water levels concentrate the walleye levels, but it's a struggle to get on the water and fish'em.

This is the locale where the citizenry removed Senator Tom Daschle last November. We have about 28 major airline pilots living around here (6 are retired-3 early, 8 are on furlough-mostly NWA, 1 is quitting at age 50 and moving to sod farming, 1 is about to leave UAL after 10 years for Fed-Ex, one wants to quit at age 36 with 14 years. The state of professional piloting hasn't looked this gloomy since about May 1985.

We are going to keep on keeping on, and hope that you are too. *Ken & Lois*

JOHN D. STEWART—Slatington, PA

Dear Cleve, Another year has gone by. Thanks to everyone for the hard work. We appreciate your efforts.

We have had a busy year. My wife Linda is recovering from her second hip replacement in a year. After recovering from her first one, we flew our Cessna P210 to Alaska and back. It was a great trip!! We had a trip to England for my goddaughter's mothers surprise birthday.

Enclosed is our dues check plus. Keep up the good work.

Thank you, *John*

MARY LOU STONER—Siloam Springs, AR

Dear Cleve, Enclosed is the \$25.00 for the Magazine. I enjoy it very much.

As I have reviewed Bill's flying career for his profile on the Wall of Honor, he was truly born to be a Pilot.

In 1942 he was an Aircraft Commander, 1st Lt. of a B-26 Marauder Bomber, in the European Theatre of WWII. He flew 65 bombing missions, 28 Sorties, and both missions on "D Day", with the 396th

Bomb Group, the 597th Squadron. He received the Distinguished Flying Cross, the soldiers Medal, the European Ribbon with four battle Stars, the Air Medal with 13 Clusters and acquired over 34,000 hours of flight time in his career.

He qualified and flew numerous aircraft for United Airlines from 1945 thru 1980 when he was forced to retire because of the age 60 rule the Company enforced. Not because of health.

He was a really great guy in my book and since I became widowed in 1997, I have not seen another one around that could begin to compare with him and his endless abilities.

I am so happy I was allowed to be Mrs. William C. Stoner.

Sincerely, *Mary Lou*

DON AND CARMEN SWIFT—Monument, CO

Hi Ted -

Hello one and all. Hung up my hat thirteen years ago today - sometimes it seems like only three years have gone by and other times it seems like thirty. Is this bad?

This month's Newsletter article about leaky heart valves was very apropos because my old ticky ticker was full of them last summer. Actually the one was more like a toilet that wouldn't stop flushing. I don't think that the magic elixir would have helped much but who knows if it would have prevented it. Thanks to the wonders of modern medicine a very talented sawbones cracked me open, shut down my heart and lungs, and repaired the mitral valve that had blown and replaced the aortic valve with the new and improved bovine model. MOO. I was out of the hospital in a week feeling fine with only a couple of side effects, one good and one bad. I could not tolerate eating any form of beef and, every time I passed a cattle ranch I got an erection. I will let your devoted readers guess what the bad one was!

A month later after two more visits to ER and another stay in hospital I got the positive thought that I might survive long enough to attend some of my buddies' wakes. Now my piss and vinegar level has been topped off and am feeling great. No medications except for rat poison for the blood clots.

The more I read and the more I see about the decline and fall of our once great airline and industry the more I realize that I worked in the glory days of aviation which I fear will not return during my lifetime. WOW who would have thunk it.

The Newsletter is an essential part of my life one day a month and I thank all the guys and gals who volunteer to make this possible. Their efforts are much appreciated by this old pilot and his bride.

Cheers, *Don and Carmen*

ROBERT LEE SWOFFORD —Coppell, TX

On April 19, I will be 83 years old. I feel that I have not done right by United Airlines. I have lived too long and have caused much trouble for them. My wife should share some of the blame for she stuffs me with vitamins.

I am sorry UAL, for my health is good . I take a pill a day to keep my heart thumping and a shot every three months to keep my prostate cancer under control.

We had a good year and a bad year. Spent three months in California; that's good. When we returned to Tex, I found that three of my WW 2 types had flown west. That's bad.

I did take a trip to Washington to attend the last reunion of the Capital Airlines people. I was amazed, for 600 friends were there. It was great fun. I stayed with Bob Commerce and we kept each other up most of the nights telling stories of the old days. We also went to the Air Museum at Dulles, it is great. I also attended the annual dinner of the Second Air Division of the Eighth

Air Force from WW 2; I flew B24s out of England. There seems so much more interest in WW 2 lately. Often people will stop me and want to talk about it. Not being shy, I am happy to oblige.

There have been several letters commenting on why United is in such bad condition. They are all right. You could pick out half a dozen points where management went wrong. The hotel people, the big love affair with the computers. Trips canceled because of forecast weather or the famous one canceled because of lack of growth. They canceled the

shuttles when the load factor was ninety two percent and had no growth. Terrible waste in the training center... ad nauseum. The worst mistake was being smug and not being concerned about competition.

Check on the way and thanks for all of the effort to put the newsletter together.

Lee

TERRY K. TRUE—Libertyville, IL

Thanks Ted, for the first time in several years I actually had my check in the mail to Cleve a few days before my birthday.

It has been a tumultuous year for us, as well as for most of the retirees that have their future tied to United's fortunes. We have put our house on the market in anticipation of the PBGC takeover of our pensions. No way we could make our mortgage payments with only a third of our present income. Now that Bush and his cronies have succeeded in revising the bankruptcy codes, that isn't likely to be an option either.

I'm into my second year as a medically disabled pilot due to my stroke in February, 2004, and while I have submitted my records to the FAA, there is little likelihood that I will have my medical reinstated for another year. That gives me some time before the disability insurance expires to learn a new trade if I'm unable to get my First Class medical back. Anyone know what McDonalds pays these days?

Jerry is still flying as a F/A for United. She is working more (usually over 100 hours a month) and making less. She had hoped to retire in a couple of years, but it looks like she'll have to keep at it until she is unable to pass recurrent. At least, she still has a job.

We'll be heading to Maui in May to enjoy several weeks in our time-share in Kihei. (One of the few investments that I made over the years that turned out to be worthwhile.) Hopefully, we'll have a more positive attitude after some R & R. Regards to all.

Terry

ROBERT E. VICK—Alpena, MI

Cleve, Sorry for being late! Just back from Florida and my mail is screwed up as only the PO Dept. can do it!

Interesting winter. Was at Jensen Beach for two months, which is about where the hurricane came in with 125mph winds. More damage than meets the eye with a drive through.

Hope the thieves can be kept at bay long enough for an amicable settlement of the pension fiasco. Many more people than us are involved in the chicanery.

Lots of bloody luck!

Bob

JOSEPH G. WEST—Corvallis, OR

Hi Ted, Another epistle that lets me know another year has flown, and reminds me why I'm beginning to dread birthdays; I have been working on recovery from a massive stroke for the last 17 1/2 years, and have learned the meaning of the word SLOW. Someone has expressed the rate of recovery from a stroke as the 'speed at which a snail climbs Mt. Fujiyama. In comparing my progress to where I was at the time of the severe effects of the stroke, I can't complain. Those severe effects included full left side paralysis, wheelchair confinement, and nearly 24/7 care.

Today, I walk around the house unassisted, but use a cane for long walks, which I do quite regularly. I walk about a mile each evening. Another feature of the recovery is the return of the ability to swim. I now swim better than I walk. The swimming includes diving off the 1 meter board into 13 feet of water. There are still some crossed wires up in the Wheel House (brain) so I don't drive. I do go where 'er I want, when I want on the bus, which gives a sense of freedom and independence. This Summer we're traveling to California for graduations and Arizona (Wickenburg) for my high school class reunion. Check going out to Cleve.

Sincerely *Joe West*

AIRCRAFT MECHANICS FRATERNAL ASSOCIATION (AMFA) AND INTERNATIONAL ASSOCIATION OF MACHINISTS (IAM)

Interim wage reductions currently in place for AMFA- and IAM-represented employees are scheduled to run through May 31. On March 11, the PBGC filed a case in Virginia seeking an involuntary termination of United's Union Ground Pension Plan, which covers all AMFA-represented employees and a portion of IAM- represented employees. (Other IAM-represented employees are covered by the Management, Administrative and Public Contact (MAPC) Plan).

A hearing is scheduled for April 29 to determine whether the PBGC's motion will be heard in the federal Bankruptcy Court in Illinois or in federal District Court in Virginia. If the PBGC's motion is not yet ruled on or not approved by May 11 in the court in which it is pending, the company will seek a voluntary termination of the Ground Plan at the May 11 trial. On April 11, the company filed its motion seeking a voluntary distress termination of all of its defined benefit pension plans, including the Union Ground Plan and the MAPC Plan. United will continue to negotiate to attempt to reach a consensual agreement before the trial is scheduled to start.

Association of Flight Attendants (AFA)

On Monday, April 11, the company also sought the authority to reject the AFA's collective bargaining agreement -- along with those of the AMFA and IAM. The company's intention has been to seek only to remove the requirement that it maintain a defined benefit pension plan. However, on Friday, April 8, the last business day before we were scheduled to file our 1113 and pension termination motions, the company received notice that the AFA intends to terminate the terms of the agreement it reached with the company and which was ratified by its members.

To save time and a lengthy procedural process, and to assure that the required savings are in place, the company told the AFA it would not challenge their unfounded claim that they are entitled to terminate their agreement should the AFA insist on doing so. Therefore, the company filed a motion for authority to reject the AFA agreement to put in place long-term cost savings in addition to the removal of the requirement to maintain the pension plan. On Friday, April 15, United filed a Section 1113(e) motion asking the Court to continue current AFA contract terms as a precaution to protect the savings the company has in place, in the event the AFA follows up on its intention to terminate its agreement.

The company's April 11 filing also sought a voluntary distress termination of all four of its defined benefit pension plans, including the Flight Attendant Plan. These issues will also be heard at the May 11 trial if no consensual agreement is reached before then.

Professional Airline Flight Control Association (PAFCA) and Transport Workers Union of America (TWU)

United has ratified and court approved, long-term agreements in place with PAFCA and the TWU that provide the targeted cost savings for the company and include provisions that they will not oppose the termination and replacement of their defined benefit pension plans. On April 11, the company filed its motion seeking a voluntary distress termination of their defined benefit pension plans, which are part of the MAPC Plan.

Salaried and Management Employees (SAM)

Over the last few months, United has implemented benefit, productivity and wage changes for the company's SAM employees that will provide the annual average savings target for SAM employees of 112 million dollars. On April 11, the company filed a motion seeking a voluntary distress termination of all four of its defined benefit pension plans, including the MAPC Plan that covers salaried and management employees. The MAPC Plan also includes those IAM-represented employees not covered by the Union Ground Plan, PAFCA-represented employees and TWU-represented employees. The trial on this motion begins May 11.

RALPH D. WRIGHT—Denver, CO

Hi, Hard to believe that this is the 26th year of retirement.

Spend the winters in Arizona and the summers here in Colorado near my three kids.

Although I don't recognize all the names I still enjoy the *RUPANEWS*.

Thanks to you all who make it possible. *Ralph*

VINCE YOUNG—Kerrville, TX

My letter didn't make it into the News last year which was about the time we lost Jock. 2004 was not a good year for our family. One of our daughters was diagnosed with breast cancer. She is thirty-seven. We spent almost ten months with her in Virginia while she underwent surgery and chemo. She is doing much better now and we are back in Texas.

Thanks to *RUPANEWS* and Doug Wilsman for keeping us up to date on the latest version of "Mainliner Baseball". I am disgusted with ALPA. They sure loved us when we were paying all those dues and assessments, now they don't want to be seen sitting by us on the bus! They can stick their magazine where the sun doesn't shine. Woerth needs to change the spelling of his name to Worthless. Check is in the mail to Cleve.

Vince & Pat

IN MEMORIAM

BOB CUMMING

My name is Tom Cumming, the eldest son of Bob Cumming. I regret to inform you of my father's recent passing. Dad died on March 23rd at age 81 years. He had some health problems including pulmonary fibrosis that eventually led to his death. He was active, although labored, until 10 days prior to his death. He enjoyed RUPA and his many friends at DCA, and would have made great effort to continue his long relationship with you folks. Please remember him with the others he has surely met again. That generation of pilots certainly had panache and won't be seen again.

With Regards, *Tom*

Mailing Address:
2425 N. Center St. #247
Hickory, NC 28601

ROBERT G.CUMMING,

Robert Gartley Cumming, born March 10, 1924, passed away on March 23, 2005, at 81.

He was the third child of four born to Thomas George Cumming and Cora Orilla Gartley Cumming, and was the last remaining sibling.

Mr. Cumming was a native of northern Maine, with long-lasting physical and emotional ties to the area. He became a naval aviator during World War II and later was a commercial airline pilot for Capitol Airlines, retiring from United Airlines in 1984. Being a pilot was his life's joy and accomplishment. As a pilot, he had the opportunity to live on both the east and west coasts. The majority of time, especially his early career and child-rearing days, were spent in Northern Virginia. He spent the last 2 1/2 years in Hickory with his wife and friends.

Mr. Cumming is survived by his wife, Catherine Elaine Mullins Cumming, known as Kay. Also surviving are his two sons, Thomas Gordon Cumming of Hickory and Gregory Mark Cumming of Fairfax, Va., four grandchildren and one great-granddaughter.

The family asks that memorials be sent to Hospice in lieu of flowers.

JERRY D. HARRIS

My husband, Jerry Harris, passed away on February 21 of colon cancer, exactly one week before his 69th birthday. He retired February 1996, having flown for 28 years with UAL.

Jerry had many interests, but his main focus was his family. We have four children and six grandchildren who were the love of his life.

We always enjoyed reading the *RUPANEWS* and I would like to continue doing so.

We had 46 years together- it was a wonderful life.

Thank you, *Mary Harris*

JOSEPH B. JOYCE

Joe Joyce, 81, passed away Tuesday, March 1, 2005 at his home in Merritt Island, Florida. He was born in Rochester, MI on May 8, 1923. Before he joined United he was a Naval Aviator in the Pacific Theater during World War II, Squadron VS-23 sta-

tioned on the Aircraft Carrier Lexington. He later served during the Korean War as well. He is survived by his wife, Elaine B. Joyce of Merritt Island, FL; one son and three daughters, eight grandchildren and two great-grandchildren,

Services were held March 5, 2005 at Divine Mercy Catholic Church, Merritt Island. Memorial donations may be made to Divine Mercy School, 1940 Courtenay Pkwy, Merritt Island, FL 32953. Any-one interested can write Elaine at their home.

ETHEL PULTZ

Ethel Pultz, wife of Lawrence Pultz, died March 21, 2005.

RICHARD W. (DICK) WAGNER

It is with regret that we report the final flight west of Richard W. (Dick) Wagner, on April 8, 2005, of injuries received in a light plane accident. He was the sole occupant in a Piper Lance, that crashed at Jefferson Co. Airport in Denver. There were no credible witnesses to the accident. He was 78 yrs. of age. The aircraft was registered to the Ten High Flyers club of Lakewood, Co.

Dick is survived by his wife, Ilene, son Bill, daughters Pat and Cindy, and four grandchildren. Dick served as coordinator of the DEN Good ol' Boys RUPA group for more than eight years, and will be missed by all.

His family requests in lieu of flowers that donations be made to Wings of Hope, Spirit of St. Louis Airport, 18590 Edison Avenue, Chesterfield, MO 63005.

Ted Wilkinson

RICHARD W. WAGNER

Richard (Dick) Wagner, 78 years young, died April 8, 2005 of injuries sustained in an aircraft accident. He was landing his Piper Lance on Thursday, April 7, 2005 at Jefferson County Airport. The plane crashed and burned; however, he was able to get out of the plane and was airlifted to the hospital where he died the next day due to severe burns.

He is survived by his wife, Ilene, three children, four grandchildren, a sister, and many nieces and nephews.

A celebration of his life was held April 16 at Shepherd of the Hills Presbyterian Church.

In lieu of flowers, please make donations to Wings of Hope, Spirit of St. Louis.

John Garrod

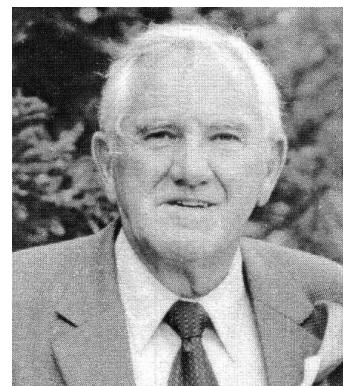
WILLIAM E. WIELAND

Dear Ted,

I wanted to let you know that my husband Bill Wieland passed away on March 10, 2005, after an 18 month struggle with esophageal cancer.

I'll be glad to send you his obituary from the newspaper, it is so difficult for me at this time to write all the details. We did have a wonderful tribute to him that included a memorial mass and full military salute and presentation of the flag at St. Thomas More Catholic Church, Vista, CA. Bill's remains were sealed in the wall at Fort Rosecrans National Cemetery with his family present on a beautiful day in San Diego.

Beth Wieland



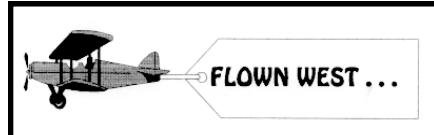
WILLIAM E. WIELAND

Bill Wieland died Thursday March 10, 2005 at his home, of esophageal cancer.

Born December 11, 1929, in Washington D.C., he lived in San Diego County for 15 years. He was a commercial airline pilot for United Airlines for 35 years, retiring in 1990 as a captain. He was a carrier based fighter pilot during the Korean War. He was a member of St. Thomas More Catholic Church.

He is survived by his wife, Beth Wieland; a sister, two sons and a stepson, a daughter and two step-daughters and eleven grandchildren.

The family suggests donations to the St. Thomas More Catholic Church Building Fund, or the Hospice of the North Coast.



WINFIELD H. LIPPINCOTT	2/02/2005
CLAYTON BROWN	2/06/2005
ROBERT W. TAPPAN	2/10/2005
JERRY D. HARRIS	2/21/2005
ROBERT G. ROHE	2/23/2005
JOSEPH B. JOYCE	3/01/2005
ROBERT G. CUMMING	3/23/2005
RICHARD W. WAGNER	4/08/2005

* *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.—San Marcos Country Club - **760-723-9008**
2nd Thu. Oct—Apr. SE FL Gold Coast—Flaming Pit - **561-272-1860**
2nd Fri. PHX Roadrunners—Best Western En Suites Scottsdale Airport, AZ **480-948-1612**
3rd Tue. DEN Good Ole Boys—11:30am American Legion Post 1 - **303-364-1565**
3rd Tue. LAS High Rollers—Memphis Barbecue - **702-896-8821**
3rd Tue. NE FL—Spruce Creek CC - **386-760-9736**
3rd Tue. Dana Point CA—Wind & Sea Restaurant - **949-496-2691**
3rd Thu. LAX—Hacienda (Even Mths) Billingsley's (Odd Mths) **310-821-6207**
3rd Thu. Ohio Northcoasters—TJ's Wooster (Always coed.) - **440-235-7595**
3rd Thu. SEA Gooneybirds—Airport Marriott. - **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**
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