



RUPANEWS

Journal of the Retired United Pilots Association

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PRESIDENTS MESSAGE

For the majority of you reading this message, we have just past a notable milestone.

“20 years ago the pilots of United Airlines took the monumental step in the life of this union and their careers and moved forward en masse to take their first steps on the ALPA picket line. The actions of those pilots have been characterized many different ways over the years. However, one thing that cannot be changed by time and fading memories is the courage and solidarity that was shown by the United Airlines pilots of 1985,” taken from a recent ALPA LEC letter. The union leadership of today is not of the same moral fabric as the leadership of 1985. The leadership of ‘85 would not have abandoned their fellow pilots; in fact they are still fighting for us in the guise of URPBPA.

As promised, this is the first issue to include information and details of our 2005 Convention in Washington DC. You will find in these pages the Convention Registration Form and a detailed list of tours put together by the Eddie O’Donnell Lunch Group. The local DC volunteers, under the leadership of E.K. Williams, are sparing no effort to make this an event to remember. You are urged to make your hotel reservations as soon as possible as there are a finite number of rooms available at the \$84.00 rate. If you wish to extend your stay in the Washington area at this hotel, you will have better luck obtaining the RUPA rate for the days following the Convention if space is available. If you are thinking of going downtown to visit the Mall area, I must warn you that after we planned a tour of the monuments, Louis Farrakhan announced he was planning the 10th anniversary of the million man march. Needless to say, we cancelled all activities in the downtown area. You are also encouraged to sign up as early as possible for the tours of your choice. This is necessary so we can firm up the contracts with the bus company.

No one has offered to assume the Webmaster position here at RUPA. Bruce McLeod has been at it for over six years and would like to step down. As he has amply demonstrated, the Webmaster could be located anywhere in the country. If you have the basic computer skills, time and are interested, he will gladly assist and train his replacement.

Richard Schultz has continued his investigation into Supplemental Insurance in the event our UAL sponsored plan is terminated by the Company. He has researched two plans that would be available to us if the need should so arrive. There may be more options available to us but we haven’t found them all yet. If any of you have Supplemental Insurance from companies that our membership should know about, give me a call so they can be included on our list. Look for his article on page 9.

That’s it for now. *Rich*

SAN DIEGO RUPA LUNCHEON

There were only four of us at the luncheon. Hugh Wilson, Bob Harrel, Don Trunick and myself. We look forward to these luncheons. Wish more guys would come out.

Bob Bowman

How to renew your subscription to the *RUPANEWS*

We constantly get calls from members wanting to know their status in reference to the \$25 postage fee. You can answer this question for yourself by checking your RENEWAL DATE which you will find on the address label on the back page of your most recent copy of the *RUPANEWS*
Send check to Cleve Spring, 1104 Burke Ln, Foster City, CA 94404-3636

DANA POINT RUPA LUNCHEON

On Deck under the Blue umbrellas were a very outspoken group of retirees just as charged up as 20 years ago. Yep 20 years ago was May 17, 1985!

We all know where we were! Thanks to Bill Meyer for reminding us. He remembers the date well as his seniority date is May 17, 1965. Now he has got another (maybe) May date to remember...when his Pension dissolved. Still there are a lot of lawyers pounding on our Pension.

More to be revealed.

The Following are the Bills in Congress of interest to pilots... Thanks to one of our members, I believe, Bill Stewart.

1. H.R.2233/S.991 Pension Fairness & Full Disclosure Act of 2005...dumping of employee pension plans
2. S.685 PBGC Pilots Equitable Treatment Act...treats all pilot retirements as age 65
3. S.861 Employee Pension Preservation Act of 2005...extends deficit repayment period to 25 years
4. H.R.2106 Employee Pension Preservation & Taxpayer Protection Act of 2005...extends deficit repayment period to 25 years
5. S.608 Office of Pension Participant Advocacy..establishes an agency to act on behalf of pension recipients
6. H.R. 1809 senior Retirement Recovery Act of 2005...changes age of IRA withdrawal from 70 1/2 to 80

All the above can be Referenced at www.congress.gov

Present were Ed Ahart, Carlos Bernhard, Walt Bohl, Bruce Dunkle, Bob Fuhrmann, John Grady, John Grant, Pete Hansen, Ed Judd, Bob McGowan, Jerry Meyer, Bill Meyer, Rill Rollins, Ted Simmons, Bill Stewart, Jim Stowell, Tony Testa, Joe Udovch, Al Pregler, and Barney Barnhouse. Park Ames and Rusty Aimer check in with good excuses for being absent.

Some discussion on having a Coed Luncheon a couple of times a year. The Wind and Sea does have room with a great view upstairs that would suit up to 60 people. Very private and even a wet bar available. Maybe we could have a 1100 meet and greet, with speaker and at 1200 a sandwich buffet to follow.

More to come on a local basis on this Luncheon.

Regard to All, **TED**

LAS VEGAS HIGH ROLLERS

The Las Vegas High Rollers held their monthly Luncheon on the 3rd Tuesday of the months of February, March and April at *Memphis Barbecue*. Those in attendance were:

In February--Dawn & Andy Anderson, George Attebery, Dick and Nancy Boston, Barry & Ruth Dixon, Dave Dyer, Clyde House & Marie Loquet, Gerry and Susanna Johnson, Ron & Jan Kakaldy, Gene & Mary Lamski, Guy & Kathy Manning, Dave & Bonnie Munyon, Bud Puckett, Jim & Joan Sieger, Bernie Klopfer.

In March- Andy Anderson, Bill Balboni, Barry & Ruth Dixon, Dave Dyer & Friend, Bruce Fisher & Friend, Barrie Folsom, Jerry & Susanna Johnson, Hugh & Kathy Mattern, Hal & Shirley Morris, Dave & Bonnie Munyon & Friend, Jimmy Price, Bud Puckett, Don Swirnow, Jim Tight.

In April-Andy Anderson, Jerry Campbell, Barry & Ruth Dixon, Bruce Fisher & Friend, Joe Haas, Gene & Mary Lamski, Hugh & Kathy Mattern, Lyle Miller, Hal & Shirley Morris, Dave & Bonnie Munyon, Tim & Marilyn Parker, Jimmy Price, Bud Puckett & Donna Vitalie, Don & Betty Swirnow, Lloyd & Donna Whitlow.

The meal in all three months was great and the company even greater. If any member is in the Las Vegas area on the third Tuesday of the month, you are more than welcome to join us at the *Memphis Barbecue* on Warm Springs Road. (address in the phone book or call either Gerry Johnson or me, Andy Anderson)

Gerry Johnson and myself are now making all the arrangements for our luncheons, so come and see us!!

Andy

UNITED RETIRED PILOTS BENEFIT PROTECTION ASSOCIATION - UPDATE

Dear Fellow Ruparians;

At the regular monthly hearing before Judge Wedoff on May 20, 2005, the Pension Benefit Guarantee Corporation (PBGC) notified the court that they would seek a summary judgment allowing: (1) involuntary termination of the United Airlines Pilots Defined Benefit Pension Plan and (2) dismissal of objections to the termination lawsuit filed by URPBPA, the Air Line Pilots Association (ALPA) and United.

Judge Wedoff set June 6, 2005 as the date for PBGC's filing of its summary judgment motion and July 8 for responses from URPBPA, ALPA, and United. The PBGC is to file their rebuttal brief by July 25. Judge Wedoff will rule on the PBGC's summary judgment motion on August 18. The Judge also set August 18 as the cutoff date for discovery and depositions.

URPBPA (and we think ALPA also) will oppose PBGC's motion for summary judgment and argue that PBGC, just like any other litigant, has to prove their case at trial and not just rely on a "determination" which they made internally. If our argument prevails, the PBGC's motion for summary judgment will be denied. Judge Wedoff will then set dates for a trial to consider Pilot Pension Plan termination

If PBGC's motion for summary judgment is granted, then that ruling will allow for termination of the Pilot Plan sometime after August 18. **URPBPA will certainly appeal such a ruling.** Pension benefits will continue to be paid unless and until there is a termination of the Pilot Plan. URPBPA will continue to do everything it can to protect the Pilot Plan for its members.

HR 2327 was introduced in Congress on May 12 by Representatives George Miller, D-Cal., and Janice Shakowsky, D-Ill. If passed, this legislation would establish a six-month moratorium on pension plan terminations by the PBGC, effective May 1, 2005. This bill would save the Pilots Pension Plan for the time it may take to allow the Congress and others to seek an alternative to pension plan termination.

Contact your Members of Congress and urgently request they co-sponsor and support HR 2327. Also contact your two U.S. Senators to urge their support of a Senate version of this House bill.

Go to www.congress.org for all local and Washington addresses and numbers, or find them in the Government pages at the front of your telephone directory. E-Mail, fax, phone and write to your Representative and two Senators at all their locations. Regular mail to the government in Washington, D.C. could be delayed for several weeks. **Do it now, without delay.**

Use your own words; identify yourself as a constituent and as a member of a group of over 35,000 UAL retirees, including 5,800 pilots. Briefly explain how plan termination will hurt you. For more information and for a sample letter, go to the URPBPA website: www.ualpilotpension.com.

Fraternally,

Jerry Terstiege
URPBPA Secretary
Foster City, California

Address changes, Snowbirds & Others:

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

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

LAX SOUTH BAY LUNCHEON

The group met for lunch at the *Hacienda* on April 21. This was about the smallest group we have ever had. No one from the Valley attended. It could be the price of gas. Get those car pools going.

The *Hacienda* has contracted out their parking so it is no longer free. It is now \$3.00 with validation. There is usually some street parking available and there is a Super Market across the street with a large parking lot.

Those present were Shirley and Jack Hanson, Ginny and Dave Tank, Ken Kuecker, Walt Albright, Loyd Kenworthy, Jim Matheson, Tom Reidt, Jim Turner, Ken Williams and Linda May and me.

Best wishes. *Rex May*

LOS ANGELES VALLEY LUNCHEON

Could it be the valley heat? It was 90 degrees at Van Nuys airport. Or were people away on a vacation trip? Only 15 were there for lunch. Bob Mosher, Marv Jeffers, Rex May, Norm Marchment, Trudy Ann Buck, Denny Fendelander, Herb Goodrich, Ken Williams, John Joyce, Ron Matsuda, Lee Cameron, Dick Unander, Don McDermott, Doug Rankin, Marcene Rankin.

It was mostly a relaxing visiting luncheon today. The only announcement was when Rex May told us that the *Hacienda* Hotel has leased its parking lot out to a company and there is now, even with validation, a \$3.00 charge for parking there. Don McDermott said he had no new news for us, except for a rumor going around that some congressman was planning to sponsor a bill that would delay a decision for 6 months to further study United's plan on the retirement plans to the P.B.G.C. There was a lot of general discussion about the Pension situation. Don then asked Lee Cameron if he had a story for us. Lee said this took place many years ago when he flew a Lockheed Loadstar to Texas on a sales trip. Lee went on to say an F.A.A. inspector ramp checked him and wanted to see the aircraft's papers & Lee's pilot license. Lee's pilot license said he could fly any single or multi engine airplane. The inspector said the license had expired 15 years ago and that he needed a type rating in the Loadstar. After some discussion the inspector said go to Dallas and get the rating. Which he did, and a one hour flight and 300 dollars later he had his rating. Hope to see more of you at our July 21st luncheon at *Mimi's Restaurant* in Chatsworth. Till then *Doug Rankin*

MAY NORTH BAY RUPA LUNCHEON

A group of 25 attendees gathered at the *Petaluma Sheraton* on Cinco De Mayo, May 5th, for a pleasant round of good food and companionship. Norm DeBack passed on the sad news The results of a recent poll of the group indicated our present day to meet was a burden to several, and it was agreed to move our monthly meeting date to the first Wednesday of each month. The poll also indicated little support for a drawing, etc, and some support for an occasional get-together for dinner.

Several "first-timers" were welcomed to our gathering...Gary and Diane Brauch, and Jack Pomeroy...Salud! also attending: Alice and Buddy DeCosterd (from Paradise), Jim Mansfield, Dick Hanna, Norm DeBack, Al Milotich, Gary Koverman, Barney Hagen, George Hise, Carolyn Biggs, Bill McGuire, Dee and Larry Whyman, Bill Royall, Ken Corbin, Tom Grey, Leon Scarbrough, Tom McGee, Sheila and Gardner Bride, Bob and Doris Donegan.

Please Note: meetings will be on the first WEDNESDAY of the month from now on...time:12:30pm to ?? Location: *Petaluma Sheraton*, 745 Baywood Drive...just east of the 101/116 intersection, at the harbor, in the rear... for those that might be interested...Petaluma has a military museum and antique store that's interesting to poke around...try www.militaryantiquesmuseum.com for further details.

Stop in and join us if you're in the area!!

Father Don

UPDATE ON THE WALL OF HONOR

The following list of names is to be added to the list of names previously published on these pages. Not all the names are new; some are spelling corrections that you have brought to my attention. We are watching the total number of RUPA names very closely. As of 5 May, we have 1215 RUPA honoree names. We have space for a total of 1260. This leaves 45 spaces remaining. Call me at (925) 443-4339 if you have any questions. *Rich Bouska.*

Donald E. Anderson	Douglas Henry Diedrick	Joseph B. Joyce	Michael J. Ray
David L. Arey	Robert T. Dobbins	Adrian S. Kale	Gary G. Ray
Boyd L. Ashcraft	Tod Donohue	Charles John Karolek	Frank S. Reed
Louie A. Bachus, Jr.	Robert K. Early	Frederick T. Keister	Robert M. Refvem
John A. Bard	William L. "Bill" Eblen	Charles Ted Kelly	Thomas E. Reidt
Delmlar Bastian	Franklin C. Ernst	Henry P. Kerr	Richard B. "Dick" Rogers
J. F. Benedetti	Edward A. Ernst	C. Curtiss King, Jr.	Lawrence E. Rooney, Jr.
Ross D. Benedict	Herbert O. Fidlow	William C. Klett	David G. Runyan
Art G. Bentsen	Robert W. Fiedler	Robert Forrest Koehler, Sr.	G. D. "Jock" Savage
Gerald D. Blalock	Dennis Fitch	Robert H. Kohler	John W. Schauf
Thomas D. Boyle	Victor Forte	Clair R. Kreis	Eddie "Bubbles" Schnepel
Kenneth J. Breitschopf	A. M. Friebel	Peter J. Kuspis	Richard H. Sharpe
George W. Brinkman	Edward Ted Garrity	Bob Lamothe	Robert A. Sheppard
Neil T. Brooks	Charles H. George	Theodore H. Larusson, Jr.	Bradford F. Shinkle
Jeffery Buchman	Robert G. Gifford	Wesley E. Leighton	Theodore George Sholl
Jerome Buchman, Sr.	William L. Golelmon	Raymond A. Lemmon	G. Curt Simpson
Robert W. Buck	William E. Greene	Roy B. Liggett, Jr.	Wallace R. Sitton
James F. Buehner	Patrick D. Guilfoile	Harold C. "Harry" Lloyd, Jr.	Robert E. Stanton
George G. Campbell	Carl A. Hakenen, Jr.	Donald B. Mainwaring	William Clarence Stoner
Bruce A. Carey	John H. Hansen, Jr.	David B. Malone	Bob Takeuchi
Richard Rex Carlton	Earl E. Harned, Jr.	Roger S. Martin	Gary W. Test
E. W. Mike Carmichael	Arden "A. J." Joseph Hartzler	George R. Mendonca	John M. Thielen
Jimmy Carter	George T. Henderson	Harry A. Metz, Jr.	Robert S. Tinsley
John J. Cherry	Larry R. Henderson	Stephen S. Moddle	Robert J. Tyree, Jr.
Alexander J. Ciciora	Albert J. Herbst, Jr.	Denny Morell	Jerry K. Udelhoven
Robert E. Clinton	William R. Herrin	Thomas Morgan, Jr.	Robert E. Van Housen
Tom L. Conley	James F. Hoak	Howard P. Morgan, Jr.	John T. Vanderwest
Jan B. Conover	Billy J. Hopkins	Kenneth C. Myers	Arvidvon Nordenflycht
Eugene M. Cummings	F. M. "Fritz" Horsmon	Robert J. O' Brien	Russell A. Ward
Roger A. "Spec" Daniels	Robert T. Hughes	Theodore J. O' Malley	Russell S. Wasser
Dennis S. Daniels	Francis W. James	George A. Paull	Jay D. Weeks
Abrahamde Leeuwe	Albert L. "Bert" Jarrett	Dennis M. Peck	William Edward Wieland
Edward T. DeChant	Richard J. Johnson	Walter Mark Peterson	Gerald William Zimmerman
Carl M. Deleeuw	James O. Johnson	Jack Purchla	Francis P. Zurmuhlen
T. B. V. "Val" Dial	A. Philip Johnson	Bob Raab	
Loras F. Diedrich	Thomas L. Johnston, Jr.	William J. Rankin, Jr.	

SFO RUPA 20TH ANNIVERSARY PICNIC

1985-2005



Thursday, August 18, 2005 1130 - 1500 hours
Palo Alto Elks Lodge (Picnic Area)
4249 El Camino Real
Palo Alto

**Please bring a SMALL plate of hors d'oeuvres (optional)
and your own flatware if you dislike plastic.**

Cost: \$25.00 per person
Reservations: (by Aug. 8) Payable to RUPA

**Mail to: Larry Wright,
605 Joandra Court
Los Altos, CA 94024**

MORE ABOUT MEDICARE SUPPLEMENTAL INSURANCE

Back in January of this year Rich Bouska and I attended a meeting in Denver along with members of RUAEA regarding Medicare supplement insurance plans other than UAL supplement insurance. I was not happy with the outcome of the meeting and told Rich I would like to continue my research into the insurance supplement plans with his approval, he said yes.

So far I have found two supplements out there. They are:

Health Net Insurance Company, which is for only California retirees. Their telephone number is 1-800-543-7591. Then there is AARP whose plan is for all retirees. Their telephone number is 1-800-523-5800. The expense is more for these two insurance plans but the coverage is much better than UAL's plan. Remember these are just suggested plans, the decision is yours.

I will continue my research regarding these plans and will forward my findings to you. Remember UAL's plan can go away just like our retirement plan did. My wife and I are not waiting for the hammer to fall; we will pay the piper now rather than later.

Richard Schultz RUPA Chicago

2005 DARWIN AWARDS

If you saw the movie Ruthless People with Danny De Vito, Judge Reinhold, Bette Midler, Helen Slater and Bill Pullman... You may remember Bill Pullman's part: Earl Mott the peroxided bumbling idiot who tried to rob Bozo the clown near the end.... The guy below must have been the real Earl Mott...

NOMINEE:

The following mind-boggling attempt at a crime spree in Renton, Washington, appeared to be the robber's first (and last), due to his lack of a previous record of violence, and his terminally stupid choices:

His target was H & J Leather & Firearms, a gun shop specializing in handguns. The shop was full of customers -- firearms customers.

To enter the shop, the robber had to step around a marked police patrol car parked at the front door.

A uniformed officer was standing at the counter, having coffee before work.

Upon seeing the officer, the would-be robber announced a hold-up and fired a few wild shots from a .22 target pistol. The officer and a clerk promptly returned fire, the police officer with a 9mm Glock 17, the clerk with a .50 Desert Eagle, assisted by several customers who also drew their guns - several of whom also fired.

The robber was pronounced dead at the scene by paramedics. Crime scene investigators located 47 expended cartridge cases in the shop.

The subsequent autopsy revealed 23 gunshot wounds. Ballistics identified rounds from 7 different weapons.

No one else was hurt in the exchange of fire.

It's only April and we already may have the 2005 winner of the Darwin Award... This guy is going to be hard to beat.

<p align="center">United Airlines Historical Foundation</p>
--

<p align="center">Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>

TOUR AND ACTIVITY PLAN FOR RUPA CONVENTION

We are offering convention attendees a menu of tours and activities including a Coed RUPA Golf Tourney. The tours are historical in nature with the exception of the Winery Tour. Who knows, that might even make history! Some walking will be involved in each of the tours so be sure to have your comfortable shoes. Past weather indicates temperatures between a low of 50 and a high of 68 degrees. The buses we will be using do have restrooms. The plan is for three tours and golf on Friday, three tours on Saturday and then Sunday at the Udvar-Hazy Center with the unveiling of the RUPA Panel. We are going to ask that you sign-up early, with payment, so we can confirm contracts with the bus company. We ask that you indicate a first and second choice. A minimum of 40 participants is necessary for each tour and if there are not enough interested in a particular tour it will have to be canceled and we will move on to your second choice. If that should become necessary, cost differences will be adjusted when you check-in at the convention.

It has been announced in the media that there will be a "Reunion of the Million Man March" on the Mall for the Saturday and Sunday of our reunion. We local folks deem it inadvisable to schedule downtown DC activities for our RUPA visitors due to the expected large crowds and the street closures that usually occur with such gatherings. If individuals have a strong desire to visit the tourist sites on the Mall area, we will assist with directions to the Metro Subway system and would suggest Friday as the more appropriate day even with the usual workday congestion. The Washington Area members of RUPA look forward to seeing and visiting with you. You all come to see us.

FRIDAY OCTOBER 14

Coed Golf Tourney at Reston National Golf Course.

0900 Modified Shotgun Start. Golf Package Includes: 18 Hole Round of Golf with Cart, unlimited range balls and use of practice facility one hour prior to Tee Off, personalized scorecards & custom cart signs, Closest-to-the-Pin and Longest Drive Contest Markers, professional scoring with Scoreboard Display and Awards Lunch Buffet. Fees refunded for rain cancellation. Complimentary Thursday practice with \$20 Cart Fee. Local RUPA arranging bag transport between hotel and clubhouse. Course is adjacent to hotel

\$78 pp includes all of the above including taxes and gratuities

Monticello, home of Thomas Jefferson with lunch at the Graves Mountain Lodge.

This 9 hour trip will Depart at 0700 and Return at 1600. The only house in the United States on the United Nations' prestigious World Heritage List of International Treasures. This is the home of our third President of the United States. Tour the home and gardens and afterwards enjoy lunch and fall foliage at the renowned Graves Mountain Lodge. <http://www.monticello.org/> <http://www.gravesmountain.com/>

\$85.00 pp includes transportation, tour and lunch.

Mount Vernon and Arlington National Cemetery.

This 7 hour trip will Depart at 0900 and Return at 1600. Begin with a Potomac River Cruise from the D.C. Waterfront to Mount Vernon, home of our First President, George Washington. Tour the Mansion House and more than a dozen outbuildings including the slave quarters, kitchen, stables, and greenhouse. Lunch on your own at your choice of The Mount Vernon Inn (which offers lunch with colonial-costumed servers, and delicious regional and colonial cuisine) or the new Food Court Pavilion catering to travelers on the go. The bus will pick you up for a drive up the George Washington Memorial Parkway following the river back to Arlington National Cemetery. The 612-acre site contains the Tomb of the Unknowns, the Confederate Monument, and the Custis-Lee Mansion. Changing of the guard ceremonies are conducted at the Tomb of the Unknowns by members of the Third United States Infantry (The Old Guard) every hour, on the hour. Enjoy a 1-2 hour tram tour of the cemetery including Changing of the Guard. <http://www.mountvernon.org/> www.arlingtoncemetery.org/visitor_information

\$75 pp includes bus, boat, entrance to Mount Vernon and Tram Tour of Arlington Nat'l Cemetery."

Sotterley Plantation National Historic Landmark.

Enjoy this 18th Century Manor House and Garden with tours by trained interpreter guides. Depart at 0900 and Return at 1500. Find out what life was like for an early 18th century-plantation mistress. Learn about indentured servant Richard Boulton who carved the exquisite Chinese Chippendale stairway in the entrance hall. Discover the secret passage where Dr. Briscoe hid during searches by union army soldiers encamped at Sotterley's gates. Marvel at the elegant English furniture given by financier J. Pierpont Morgan to his daughter Louisa Morgan Satterlee when she and her husband Herbert completed Sotterley's restoration in 1914. Survey the rolling panorama from the majestic portico while enjoying lunch consisting of a selection of fresh-made sandwiches, salads and desserts. Flagstones on the portico came from England as ship's ballast in the early 18th century and are listed in Squire Bowles' 1727 inventory. Although constructed earlier than Mount Vernon, Sotterley's columned portico bears a resemblance to that of Washington's home. <http://sotterley.com/index.htm>

\$50 per person includes transportation, tour and lunch.

SATURDAY OCTOBER 15

Gettysburg Battlefield Tour.

7 hour trip to Depart at 0900 and Return at 1600. This trip features a Step-on Tour Guide for a two hour guided tour of the Battlefields. Gettysburg, Pennsylvania was the site of the largest battle ever waged during the American Civil War. Fought in the first three days of July 1863, the Battle of Gettysburg resulted in a hallmark victory for the Union "Army of the Potomac" and successfully ended the second invasion of the North by General Robert E. Lee's "Army of Northern Virginia".

<http://www.nps.gov/gett/>

\$50 pp includes transportation, tour and box lunch for picnic.

Oatlands Plantation, Historical Mansion Tour and Oatlands Fall Antiques Fair

Depart at 0930 and Return at 1600. It was 1804 when George Carter, great grandson of colonial Virginia's renowned Robert "King" Carter, began building his Oatlands estate: the mansion, greenhouse, dairy, smoke house, bank barn and gardens. Visitors to the Oatlands mansion and gardens relive a piece of Virginia history as they follow the stories and lives of the families who lived here. Each room has a history to share; every photograph a story to tell. Outside, four acres of formal gardens beckon. Originally designed by George Carter, the gardens produced vegetables and fruits and featured many ornamental specimens. Beyond the gardens, a self-guided, walking tour allows visitors to explore the plantation, aided by interpretive signs that explain the history and significance of Oatlands dependencies. Most notable of these buildings is the country's second oldest propagation greenhouse. Built in 1810 with bricks fired on the plantation. The popular **Oatlands Fall Antiques Fair** is recognized for quality as well as quantity and has developed a huge following over the nine years it has been held at this historic property. More than 75 dealers are expected to participate. Lunch on your own with one of the many vendors. <http://www.oatlands.org/>

\$45 includes bus, Mansion Tour and admission to the Fair.

Loudoun County Winery Tour with Tasting

In less than 25 years, Loudoun County's 11 wineries and 15 vineyards have emerged as the leading Virginia producers of vinifera and New World grape wines. Soil conditions, temperate climate, access to technical experts and mentors, and skilled winemakers all contribute to Loudoun's growing reputation as "Wine Country." We will visit two of the 11 Loudoun wineries. You will begin at **Tarara Winery**. On the bluffs of the Potomac River, Tarara is a 475-acre farm devoted to the art of producing fine wines. Uniquely located in a 6,000 square foot cave, the winery, tasting room and gift shop are open all year. Your visit will coincide with the annual Loudoun Farms Tour activities. You will enjoy a "seated tasting" of 11 wines, a tour of the facility and lunch. www.tarara.com

After lunch you will bus to **Chrysalis Vineyards and Winery** This vineyard estate, near Middleburg, gently rolls across 209 acres between the Bull Run Mountains to the east and the Blue Ridge Mountains to the west. They proclaim their mission is "to proudly restore Virginia wines to world renown, and celebrate the homecoming of Norton, the *Real* American Grape!" Notwithstanding their affection for the Norton, there will be 12 wines to taste. www.chrysaliswine.com

\$65 includes bus, tour, tasting and lunch.

SUNDAY OCTOBER 16

Udvar-Hazy RUPA Panel Dedication/Unveiling

Bus transportation from the Hotel to the Udvar-Hazy Center will be available at \$8 pp. Should you have your own transportation, the cost of parking is \$12 per vehicle.

<p>United Airlines Retired Pilots Foundation, Inc.</p>

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

RUPA 2005 CONVENTION REGISTRATION FORM

NAME _____ SPOUSE/GUEST _____
E-Mail Address (If Applicable) _____

The convention will be held at the Sheraton Reston Hotel, 11810 Sunrise Valley Drive, Reston Virginia. Call the hotel direct a 703-620-9000, or 800-393-7666 to make your reservations, mention RUPA to receive the special rate of \$84.00 per night. **You must make your own reservation.** There are a limited number of rooms at this price so make your reservations as soon as possible. You are encouraged to register early so that the organizers can make the proper arrangements

COST AND FEES

Registration Fee: \$15.00 per person \$ _____

Thursday Dinner Buffet: \$10.00 per person (Oct. 13) \$ _____

Sunday Banquet: \$18.00 per person (Oct. 16) \$ _____

Banquet Dinner Selection: (Show the number of your choice.)

Chicken _____ Flank Steak _____ Salmon _____

Friday Golf: \$78.00 per person (Oct. 14)
Number of golfers _____ @ \$78.00 pp \$ _____

Tours: Friday, October 14th.

Monticello with lunch at the Graves Mountain Lodge \$85.00 pp

Mount Vernon and Arlington National Cemetery \$75.00 pp

Sotterley Plantation \$50.00 pp

First Attendee: Name _____
First Choice _____ \$ _____

Second Choice _____

Second Attendee: Name _____
First Choice _____ \$ _____

Second Choice _____

Tours: Saturday, October 15th.

Gettysburg Battlefield Tour \$50.00 pp

Oatlands Mansion & Antique Fair \$45.00 pp

Loudoun Wine Tour \$65.00 pp

First Attendee: Name _____
First Choice _____ \$ _____

Second Choice _____

Second Attendee: Name _____
First Choice _____ \$ _____

Second Choice _____

Tour: Sunday, October 16th.

Udvar-Hazy, View RUPA Panel and Visit Museum
Number of attendees for Museum _____ @ \$8.00 pp \$ _____

Total for First Choice tours, Registration, Golf and Dinners \$ _____

If you are awarded your 2nd choice tour, a adjustment will be made upon registration.

Complete the form and make a copy for your records. **Determine total amount due and send a check made out to RUPA, along with the completed registration form to:**
Richard C. Bouska, 2734 Crater Road, Livermore, CA 94550. Phone(925) 443-4339

PENSION BENEFIT SECURITY BY DOUG WILSMAN

(Written 5-21-05) When the deal between UAL and PBGC to terminate all four defined benefit plans was blessed by bankruptcy judge Wedoff on May 10th, there was a national media feeding frenzy that has only recently started to die down. Numerous media reports claimed flat-out that the most PBGC will ever pay is \$45K annually. That is not true. There is no limit on the PC3 benefits, and the PC4 benefits can be higher than \$45K for participants who are older than age 65 on the date of plan termination. Trust me! That is how it works.

We should all become familiar with these two post-termination PBGC terms: "PC3" and "PC4." PC3 is a complicated scheme to divvy up the plan assets (UAL money) to all participants who are age 53 or older--- about 6,000 of whom are retired & widows, and 1600 of whom are active pilots age 53 and older. PC4 is a PBGC guarantee according to age on the date of plan termination. The PBGC pays the higher. If a participant's PC4 is higher than his PC3, then the UAL money in PC3 is topped off with some federal money to totally fund the PC4 benefit.

There might be a potential problem. The initial post-termination checks might be based solely on each participant's PC4 benefit. That would disadvantage about 55% of the retirees & widows whose potential PC3 is higher than their PC4. It could take maybe a year before these folks are eventually made whole, retroactive back to the date of plan termination.

On another subject, lately I have gotten a steady stream of e-mails from active and retired pilots making really wild inflammatory claims about conspiracies to block simple strategies to "save" our A-plan. In my view, the only strategy that could even possibly pencil out actuarially for our A-plan is the URPBPA "Split/Freeze Plan" (SFP).

I believe the SFP would require the agreement of both UAL and ALPA. It would split the plan in two pieces and terminate the part containing the active pilots. This proposal would continue the non-qualified payments for retirees, which URPBPA claims now go to 51% of retirees, totaling about \$60M annually and rising

The reason SFP has a chance to work is that almost all the plan's current assets would be available for retirees, and most of the current employees would rely on federal money to pay their already accrued A-Plan benefits at a much lower level. Other plans floating around need federal legislation. They would freeze benefits so no active or retired participant would lose any already accrued benefit and no federal money would be used.

So the legislative proposals would save all current accrued benefits of 14,000 pilot participants and pay them solely with UAL money. The SFP proposal would pay 6,000 retired pilots all their accrued benefits with UAL money and pay 8,000 active pilots much lower-than-accrued benefits and fund them almost totally with federal money.

It is obvious that the cost to UAL would be much lower with the SFP plan. It is also obvious that the SFP plan, if it included a proposal to eliminate the non-qualified payments, would be much more attractive to UAL and ALPA. Stay tuned. *Doug*

MORE TRAVEL TIPS

Rich Bouska's tips on page 11 of the April *RUPANEWS* were very informative. Especially the Travel Desks tip. I had not used a pass in several years since United dropped the JFK-SEA flight. I have been buying tickets from Delta & Alaska Air (BOS-SEA) etc. However, this past week I waited too long & the prices went through the roof so I tried the SKYNET WEB LIST & did call the Portland Travel Desk (which was extremely helpful & friendly & pretty much confirmed what I saw on WEB LIST, but offered me some advice). Anyway, after choosing my flights on SKYNET & getting a PNR I read some travel tips on SKYNET & found out that you can now print your own DMR (Departure Management Record) within 24 hrs. of departure. That's the card you used to get from the ticket counter or KIOSK that shows your sen.date & boarding priority etc. & lets you get through security & to the gate & I guess puts you in the system etc. So by printing out my Departure Mgt. Card at home; I was then able to go directly to security @ the airport & not bother with a KIOSK or Ticket counter check-in. The security people @ both SEA & BDL were a little perplexed by my home printed DM Card (I did print it on heavier stock) but I explained to them it was an employee standby boarding pass & they accepted it. However you do not print your DMR from the SKYNET site -- you must log in on www.united.com & select the "Easy Check-in tab on the top of the page & then click on "Employee Pass Travel" on the lower right corner & enter your last name & either your file # or the confirmation # you received when you did the WEB LIST on SKYNET. Most people probably know all this, but if you're like me & haven't used a pass in sometime, perhaps this will help.

Bob Burns JFKFO

WHAT IS...GLYCEMIC LOAD?

The other day I told you about a common measurement of food called the glycemic index (GI). One of the drawbacks of using only the GI is that it can be misleading, which is why some people prefer using glycemic load (GL) instead.

GI tests aren't based on typical portion sizes of foods. Instead, researchers use a standard measure of 50 grams of carbohydrates of the foods that they are testing. For example, a carrot contains only 4-6 grams of available carbs, so you'd need to eat about 10 carrots to consume 50 grams of carbohydrates -- and it's unlikely that anybody eats that many carrots at one meal. But many people avoid carrots and other nutritious high-GI foods such as beets and squash because of their higher GI values. This is where the glycemic load measurement proves more useful.

The GL takes portion size into account and gives a more accurate picture of the glycemic value of foods. If you know the GI of a particular food, you can calculate the glycemic load by using the following formula: multiply the GI by the amount of carbohydrate in the food and divide that number by 100. Example: A teaspoon of jam with a GI of 51 and a carb count of 5 grams would be $(51 \times 5 \text{ grams carb}) / 100 = 2.5$.

Yours in good health,
Amanda Ross
Managing Editor
Nutrition & Healing

ABOUT THE COVER:

Photo courtesy of Bob Garrard; From www.airliners.net website

March 1967; Cleveland-Hopkins International Airport

United Airlines Douglas DC-6B, N37576. Taxiing to the gate at CLE

AIR TRAFFIC CONTROL EXCERPTS

British Airways flight asks for push back clearance from terminal.
Control Tower replies: "And where is the world's most experienced airline going today without filing a flight plan?"

ATC: Alitalia 345 continue taxi holding position 26 South via Tango check for workers along taxiway
AZA: Ali345 Taxi 26 Left via Tango. Workers checked - all are working

ARN851: "Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15."

Halifax Terminal (female): "Nova 851 Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06."

ACA1147: "Moncton, Air Canada 1147, can you get the winds from 167 above us?"

CZQM: "As soon as I get a chance, I will." (some time passes with continuous radio chatter)

ACA1147: "Moncton, 1147, what are his winds up there?"

CZQM: "Standby for that, please" (more radio chatter)

ACA1147: "Moncton, can you ask company 167 for his winds?"

CZQM: "Ok, 1147 and 167, I have a little too much to do for that sort of thing right now. I'll leave it up to you guys to go over to company frequency and pass winds."

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, identify yourself."

NY Ctr: "Federal Express 235, descend, maintain three one zero, expect lower in ten miles."

FedEx 235: "Okay, outta three five for three one oh, FedEx two thirty-five."

NY Ctr: "Delta fahv twuntee, climb one ninah zeruh, dat'll be finah..."

Delta 520: "Uhh... up to one niner zero, Delta five twenty."

NY Ctr: "Al-italia wanna sixxa, you slowa to two-a-fifty, please."

Alitalia 16: "HEY! You makea funna Alitalia?!"

NY Ctr: "Oh, no! I make-a funna Delta anna FedEx!"

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what??

Pilot: Yes, SIR

Contol: "AF1733, You are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final; reduce speed to 130 knots."

Pilot: "Rogo', Frankfurt. We're bringing this big bird back to one-hundred and thirty knots fer ya."

Cont: (a few moments later): "AF33, helicopter traffic at 90 knots now 1 1/2 miles ahead of you; reduce speed further to 110 knots."

Pilot: "AF thirty-three reining this here bird back further to 110 knots"

Cont: "AF33, you are three miles to touchdown, helicopter traffic now 1 mile ahead of you; reduce speed to 90 knots"

Pilot (a little miffed): "Sir, do you know what the stall speed of this here C-130 is?"

Cont: "No, but if you ask your co-pilot, he can probably tell you."

ATC: "Cessna G-ARER What are your intentions? "
Cessna: "To get my Commercial Pilots Licence and Instrument Rating."
ATC: "I meant in the next five minutes not years."

Controller: AF123, say call sign of your wingman.
Pilot: Uh... approach, we're a single ship.
Controller: oh, oh! You have traffic!

O'Hare Approach: USA212, cleared ILS runway 32L approach, maintain speed 250 knots.
USA212: Roger approach, how long do you need me to maintain that speed?
O'Hare Approach: All the way to the gate if you can.
USA212: Ah, OK, but you better warn ground control.

ATC: Pan Am 1, descend to 3,000 ft on QNH 1019.
Pan AM 1: Could you give that to me in inches?
ATC: Pan Am 1, descend to 36,000 inches on QNH 1019

Cessna 152: "Flight Level Three Thousand, Seven Hundred"
Controller: "Roger, contact Houston Space Center"

727 pilot: "Do you know it costs us two thousand dollars to make a 360 in this airplane?"
Controller: "Roger, give me four thousand dollars worth."

Beech Baron: Uh, ATC, verify you want me to taxi in front of the 747.
ATC: Yeah, it's OK. He's not hungry.

Student Pilot: "I'm lost; I'm over a big lake and heading toward the big E."
Controller: "Make several 90 degree turns so I can identify you on radar."
(short pause)...
Controller: "Okay then. That big lake is the Atlantic Ocean. Suggest you turn to the big W immediately .."

Pilot: "Approach, Acme Flt 202, with you at 12,000' and 40 DME."
Approach: "Acme 202, cross 30 DME at and maintain 8000'."
Pilot: "Approach, 202's unable that descent rate."
Approach: "What's the matter 202? Don't you have speed brakes?"
Pilot: "Yup. But they're for my mistakes. Not yours."

Tower: "...and for your information, you were slightly to the left of the centerline on that approach."
Speedbird: "That's correct; and, my First Officer was slightly to the right"

A deer is on the runway... so...
Tower: Cessna XXX cleared for take-off.
Student: "What should I do? What should I do?"
Inst: "What do you think you should do?" (think-think-think)
Std: "Maybe if I taxi toward him it'll scare him away."
Inst: "That's a good idea." (Taxi toward deer, but deer is macho, and holds position.)
Tower: Cessna XXX cleared for take-off, runway NN.
Std: "What should I do? What should I do?"

Inst: "What do you think you should do?" (think-think-think)

Std: "Maybe I should tell the tower."

Inst: "That's a good idea."

Std: Cessna XXX, uh, there's a deer down here on the runway (long pause)

Tower: Roger XXX, hold your position. Deer on runway NN cleared for immediate departure. (Two seconds, and then -- I presume by coincidence -- the deer bolts from the runway, and runs back into the woods.)

Tower: Cessna XXX cleared for departure, runway NN. Caution wake turbulence, departing deer. It had to be tough keeping that Cessna rolling straight for take-off.

Tower: "Eastern 702, cleared for takeoff"

Eastern 702: "Tower, Eastern 702 switching to departure...by the way as we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "National 63 cleared for takeoff...did you copy the report from Eastern?"

National 63: "Roger, Tower, cleared for takeoff... yes, we've already notified our caterers."

Controller: "USA353 (sic) contact Cleveland Center 135.60.

(pause)

Controller: "USA353 contact Cleveland Center 135.60!"

(pause)

Controller: "USA353 you're just like my wife you never listen!"

Pilot: "Center, this is USA**553**, maybe if you called her by the right name you'd get a better response!"

Pilot: "Approach, Federated 303's with at 8000' for vectors ILS, full stop.

Approach: "Unable Federated 303. The ILS is out of service."

Pilot: "We'll take the VOR then."

Approach: "Sir, the VOR's in alarm right now. Standby."

Pilot: "OK, guess it'll have to be the ADF then."

Approach: "303, unable the ADF right now for traffic saturation."

Pilot: "OK, approach. State my intentions."

ATC: "N123YZ, say altitude."

N123YZ: "ALTITUDE!"

ATC: "N123YZ, say airspeed."

N123YZ: "AIRSPEED!"

ATC: "N123YZ, say cancel IFR."

N123YZ (Pause) "Eight thousand feet, one hundred fifty knots indicated."

Tower: "Alpha Charlie, climb to 4000 ft for noise abatement"

Pilot: "How can I possibly be creating excess noise at 2000 ft?"

Tower: "At 4000 ft you will miss the twin coming at you at 2000 ft, and that is bound to avoid one hell of a racket".

BB: "Barnburner 123, Request 8300 feet."

Bay Approach: "Barnburner 123, say reason for requested altitude."

BB: "Because the last 2 times I've been at 8500, I've nearly been run over by some bozo at 8500 feet going the wrong way!"

Bay: "That's a good reason. 8300 approved."

LETTERS

JON P. BECKETT—Fredericksburg, VA

Dear Cleve, I've enclosed Jon's dues for the upcoming year. We both continue to enjoy reading *RUPANEWS* and we thank you and the entire staff for all your hard work.

Jon is still working on renovating the older home that we purchased 18 months ago. It's slow going but he's doing a super job. I think I may just keep him around!!! After 30 years together, I probably couldn't get rid of him, anyway.

These days we hate reading the news about United Airlines and the company's termination of the pension. Who would ever have thought it would come to this? In spite of UAL's reprehensible treatment of its retirees, Jon still treasures his career because of all the good people that he worked with over the years.

We hope you enjoy your second "retirement" and, again, thanks for all your efforts over the years to make *RUPANEWS* a superb publication.

Sincerely, *Meredith*

RICHARD A. BODNER—Ft. Lauderdale, FL

Dear Cleve: 2004 was a busy year for us. Our son and his wife, who live in Costa Rica, presented us with our first grandchild, Karla Bodner. Of course, we had to spend time in Costa Rica visiting them. In fact, we are leaving next week to go back and do a week's babysitting while they go to visit relatives in Columbia, So. America.

We moved from a rental house in Pompano Beach, FL to a house we purchased in Ft. Lauderdale. This was the second move within a year! We sold our 47 ft. Atlantic Motor Yacht. I helped the new owner take her across the state to her new home in Bradenton, FL. A few months later I purchased a 29 ft. Prairie Trawler in the Tampa area and brought her across the state with the help of my younger son, Mike, who is in college and working on his Commercial Pilot's license.

I am still working on weekends at the Lighthouse Point Marina. My warm personality has earned me

the title, "Dock Nazi." The way our pension looks I may be working there for the rest of my life! Soni, my wife, is still working for Carnival Cruise Lines on a part-time basis. We are eligible for a couple of free cruises each year, but with all the moving and new granddaughter we didn't take any cruises last year. I'm sure we'll catch up this year though.

The Pension issue will probably be decided before this letter is published. If it goes down like I think, I will harbor nothing but contempt for UAL management, ALPA and the Bush administration that made it possible for us to be so royally screwed. But I digress, almost forgetting the \$500K+ lost in ESOP stock. Oh well, had we all learned earlier not to trust anyone in Management or Government there might have been a different outcome. And yes, for those wondering, I did financially support the URBPBA.

Hoping I'm wrong about our Pension.

Best regards to all, *Dick*

TED COLLINS—Sebring, FL

Can't believe that hurricane season is almost here already. I still have one more item to replace. I can't say it was fun at all. I'm in Sebring and we didn't miss a one.

Had our 55th anniversary last July, and took the whole family (19 of us) on a Disney cruise. That was great!! I'm glad I did it before our pay cut.

Good to see some of my old buddies are still around. What will next year bring?

Thanks for all the work you all do. An 89er & proud of it!! *Ted*

JACK W. DAVIS—Greenwood Village, CO

Birthday time! Turned three quarters of a century on April 13th. Ang and I are in great shape for the shape we're in. Still active and travel around the USA.

Appreciate all the time you folks devote to our *RUPANEWS*. Hope our UAL can survive. Guess we could say the same for the USA the way our politicians have handled our financial responsibilities.

Good health to all, bye for now—*Jack & Angie*

JIM DAY—Woodland Hills, CA

Hi Cleve: Must be that time Again--I'm certainly feeling older--be 86 June 1, 05. If I'd known that I was going to live this long, I certainly would have taken better care of myself. Nan and I are both doing pretty good, as far as physical problems--especially compared to some of our contemporaries. We are both taking a lot of pills, but they appear to be keeping us in pretty good shape.

We still love to travel, and do so when the opportunity comes. Like all of us, we are holding our breath about United's future. I'm having the 1st of two cataract operations tomorrow, May 18. Hope it improves my vision.

All the best to all our friends out there, and many thanks to all of you for your efforts in producing the *RUPANEWS*. *Jim*

PETER E. GALLANT—Fort Lauderdale, FL

Regards to the troops

I'm celebrating three quarters of a century on the planet this month with twenty five years remaining, the good lord willing.

Time is so elusive, I can't believe it's been fifteen years since I last set the brakes on the 747-400. This after forty years with Capital / United, my last two years holding Sen. # 1 on United and #1 in the nation for my last year, according to ALPA records. WHAT A RIDE.

It's now official, the Pension Guarantee fund is replacing UAL for our pension. It's one time when being old is an advantage. At 75 my six digit income is secure. My only concern is that the PBGC remains solvent, it's over 20 billion in debt as I write this letter. Several major corporations may opt to follow UAL's move and like social security bankrupt the PBGC. After a call to Doug Wilsman, he said "not in our lifetime".

All is well in the Gallant household, children and grand-children.

Until next year, Au Revoir,

Pierre

STAN GREEN—Bend, OR

Greetings. It's that time again and for once I'm not late, check is in the mail.

I guess that by next week our fate will be known. Can't complain though, had thirteen good years.

I gave up skiing this year as it seems the hill is taken over by boarders. Handicap still under 10 so still working at that plus fishing and surface travel.

Attended several Elderhostels in AZ in March and we find them very interesting and enjoyable.

Contemplating relocating to Eastern Washington in the future to avoid Oregon tax structure.

Many thanks to all who donate their efforts to make *RUPANEWS* possible. *Stan*

LEE GRUDE—Sunnyvale CA

Since the statute of limitations has probably run out, I'd like to relate a cute little story that came about a few years ago. I was working the night watch from Washington to Chicago with stops at Columbus to Dayton. My assignment on this DC-7 was to work from the right seat.

The first leg went well. However, as we were taxiing for takeoff at Columbus, the tower called to ask if we could return to the gate to board a couple of passengers who were running late; turned out to be the Secretary of Commerce and his aide. Mr. Secretary was put in the cabin, and the aide took the seat behind me in the cockpit.

Dayton came and went. We leveled in clouds at 12,000 and headed for O'Hare. About five minutes later we flew out of the clouds and all four engines quit simultaneously, not an unheard of event in a DC-7 in ice. While the S/O played with the carb heat, I got us to a lower altitude. We got revved up and stabilized at 8,000, about the time the Captain's VOR went out, which put me in the driver's seat for a VOR approach to runway 32. Nearing minimums, the Captain saw ground lights. I saw none. At minimums I saw the glow of two rows of lights and went bang on between them. As we cleared the runway, the Captain observed that it probably would have gone a little easier if we had turned on the windshield de-fog.

I got a letter two or three weeks later from the aide, signed by Secretary Luther Hodges: "Without going into great detail, this crew did a commendable job of airmanship under great stress." If they only knew!

Since my letter a year ago, Richey and I had a couple of lengthy cruises. The first, round-trip New York, had us chasing my Viking heritage for a month, through Newfoundland, Iceland, the Hebrides and northern Europe. Rested up a few weeks and started on a 3-month long jaunt around the world, with many stops in remote Western Africa, the Indian Ocean, and Australia. After visiting friends in Sydney, we parked our bags for a month at our favorite beach in Queensland, then made it home on United in time for Christmas.

Over and out. *Lee* richeyg81@sbcglobal.net

JIM GWINN—Greenwood Village, CO

A big 79 coming up. It will be 19 years and counting on the 1st of July since I finished 39 years of pushing Navy and UAL aluminum through the air and with the news today of United turning over the pensions to PBGC what is coming next can't be too good. What ever happened to the CEO's who would take \$1 a year until he turned things around?

Last year attended my youngest brother's 75th, a sister's 70th and youngest daughter's 50th birthday celebrations. Where does that put me? The 100th anniversary of the Gwinn clan settling in San Martin, CA (1904), planting the prune & apricot orchards and sowing the hay fields was celebrated with a family reunion. A few trees remaining, but lots of small ranchettes with the paddocks (Silicon Valley bedroom community). We used the horses to pull the harrows, manure spreaders, and wagons full of fruit to the drying yards, not for pleasure riding on the weekend! The family sold out much too soon- who is to know? Happy to report that both brothers and both sisters are still kicking with the youngest sister approaching 69 and recently retired from American (Res Agt).

Still active on the USGA Senior Am. Tournament Committee, at least for another year or so and as ROTC Chairman for the Denver Chapter of the Military Order of the World Wars. We have 22 High Schools and 10 University Units we provide

awards to plus I am on the Board of the Rocky Mountain Youth Leadership Foundation which conducts a 5 day Conference for High School Juniors and Seniors each Summer at CSU Pueblo. This July we will have 106 students attending under scholarships we provide and they really get a concentrated dose of leadership, teamwork and problem solving. An early start to CLR.

We are not traveling as much but using the internet to check flights and choosing our times and days carefully, we have had a minimum of difficulty. We are amazed at the continuing professionalism of the flight and cabin crews in the face of the loss of pay and working conditions they have suffered. What a slap in the face that management has not borne an equal burden.

We are still enjoying good health and the golf game is still reasonable but the handicap has climbed to 11 and the courses seem to be longer than they used to be.

Thanks to all who contribute the time and energy to keep us in touch with such a fine publication. *Jim*

BOB HARRELL—Escondido, CA

Dear Ted:

Birthday time again in June. The tempest certainly fugits! Muriel and I are well and still enjoying life. We're planning a car trip to visit some friends and relatives and will be gone most of June, journeying as far north as Jasper, Alberta.

We're in a senior bowling league and like it. Muriel is the secretary again, and does a good job keeping everyone in the league up to date with awards, etc.

I am still quite active in three Masonic groups, and have been for 38 years. In our park I am serving on the Board of Directors. Family visits take some time, too, so we are never bored. Once a month lunch in nearby San Marcos with fellow RUPA guys is another pleasant time.

Best wishes to you and all the hard workers that keep the Newsletters coming plus all my former compatriots.

Check going out to Cleve, of course.

Fraternally, *Bob*

UNITED ASKING JUDGE TO LET IT LOWER PAY, CUT BENEFITS

CHICAGO, May 11, 2005 (Chicago Tribune - Knight Ridder/Tribune News Service via COMTEX) -- United Airlines asked a bankruptcy judge in Chicago to force new contract terms on two of the carrier's labor unions Wednesday, the same day the airline announced its first-quarter loss was more than double the level reached a year ago.

The carrier's attempt to lower pay and cut benefits exacerbated an already contentious relationship with its union employees. On Tuesday, U.S. Bankruptcy Judge Eugene Wedoff allowed the airline to unload its huge pension obligation, prompting the flight attendants union to threaten job actions.

Then on Wednesday, United learned that the union representing ramp workers, customer service representatives, food service employees and others had overwhelmingly endorsed a strike if its contract is terminated.

"I can make it easy for you - no contract, no work," said Randy Canale, president of the International Association of Machinists and Aerospace Workers District 141.

Ninety-four percent of the members have authorized a strike, he said.

"I celebrated my 42nd anniversary yesterday with United Airlines, and that was acknowledged by having my pension terminated," Canale said. "So you're looking at one (angry) guy, with his membership right in step and right in lock. That's what that strike vote is reflective of."

Canale said he remains hopeful the union and airline can come to terms. The trial on United's request to terminate the contracts of his union and the Aircraft Mechanics Fraternal Organization, which together represent tens of thousands of employees, is expected to take about a week.

Jake Brace, United's chief financial officer, said after Wednesday's proceedings that talks are under way with the unions.

"We want to work this out in a conference room instead of a courtroom," Brace said. "That's our goal, to reach consensual agreement."

Responding to questions about the continued financial losses, he noted that the first quarter is typically a difficult one for the airline. Problems were made worse by the continuing challenge of high fuel costs, Brace said.

"The operating losses were larger, but fuel was up \$200 million in the quarter," he said. "If you adjust for that, you would have seen a substantial improvement. You see an improvement in our labor costs and in some non-labor areas as well."

UAL Corp., United's parent, reported a net loss of \$1.07 billion, or \$9.23 a share, in the quarter ended March 31, its biggest in two years. During the same period a year ago, the airline's net loss was \$459 million, or \$4.17 a share.

Revenue was virtually unchanged, at \$3.92 billion.

The financial problems underscore the need for United to continue to reduce costs, Brace said.

United, which filed for bankruptcy protection in December 2002, argues it no longer can afford the pay and benefit obligations of its existing contracts. It has agreed to new terms with most other labor groups. It is in arbitration with the Association of Flight Attendants.

On Tuesday, United successfully argued before Wedoff that the federal Pension Benefit Guaranty Corp. should be allowed to take over the carrier's pension programs. Shifting the pensions to the government-run insurance program will remove a \$9.8 billion unfunded liability from United's bottom line.

It also will cost many current and former workers thousands of dollars in retirement benefits. The federal pension agency imposes limits and has other restrictions on payouts.

For some retirees, that means they will see their benefit reduced, while most still working ultimately will have a smaller benefit than they were promised.

During Wednesday's trial, aviation expert Daniel Kasper testified on United's behalf that the airline must cut costs to compete against discount carriers and to afford higher fuel prices. The airline industry has undergone fundamental changes since the Sept. 11 attacks, he said.

"The low-cost carriers have their foot on the throat of legacy carriers," Kasper said, using an industry term that refers to the nation's largest airlines.

Low-price carriers such as Southwest Airlines have cheaper operating costs and are able to push down fares in the markets they serve, he testified.

By Mark Skertic and James P. Miller Chicago Tribune

Dear Cleve: Enclosed find check for yet another year of *RUPANEWS*, and thanks for continuing to serve as Treasurer. Volunteers like your self that keep the news in print are deeply appreciated. The only downside is reading so many names in the Obituary section, some of whom I shared a cockpit with. Best wishes to you.

Fraternally yours, *Bob*

JOHN JENKINS—Hazelhurst, WI

Dear Cleve, this year is starting out sad. I lost my wife, Jan, in early April to cancer.

I will still be going back and forth to Florida when the snow flies.

Thanks to all for the good work in keeping all of us informed. *John*

PHIL JENSEN—Eagle River, WI

Dear Cleve, As I was enjoying my April issue of *RUPANEWS* it dawned on me that something was amiss. I swore that I would never be late with my dues. Alas, I was wrong. So here is an extra \$25.00 to make me early for next year. That should screw up your accounting nicely.

Best wishes and many thanks to all of you who work at making RUPA a success. You are truly appreciated. Also, my thanks to URPBPA, and all those working so hard to save our pensions. I never cease to be amazed at the resourcefulness and tenacity of the United family of aviators. You have my, and I'm sure everyone else's, undying gratitude.

As for Mickey and me, we are busy, contented, and incredibly happy here in the north woods of Eagle River, Wisconsin.

Very kindest regards, *Phil*

JOHN JOYCE—Santa Monica, CA

Hi Ted,

I'll be 70 on May 28, 2005 and will be retired 28 days 11 months and 3 years. I flew 747 S/O for almost 6 years in HNL after a little over a year of 747 CAP in HNL. When the HNL domicile closed, I bumped to SFO. When the last rope starts were parked in Dec 2000 I declared Jun 30, 2001 to retire hoping I wouldn't get trained on the 727. The company trained me on the 727. I flew an IOE and 3 line trips and retired on Jun 30, 2001. The crew desk called me that day and asked if I was going to fly my next trip. (I had bid a line). I said, "no" they asked, "why", I said, "I retired".

My health is still good. I got a first class medical in Jun 2004. My wife, Karen, and I went on the RUPA cruise to Alaska in Sep 2004. Our first cruise and it was great, and we really enjoyed the good company. We took another cruise on Princess thru the Panama Canal in Feb 2005. We were a group of 12 Covina High School graduates and relatives, including my sister and her husband. Another great cruise with excellent company.

I'm still a partner in the Beech M35 Bonanza, after 32 years. In March I got a flight review and an instrument proficiency check. I have the application for the FAA Wright Brothers Master Pilot Award. It is for 50 years of safe flying. But I have to wait till next year to send it in. That will be 50 years

since I soloed on Aug 29, 1956 in an Aeronca 7AC at El Monte CA. I joined the Civil Air Patrol this year at Santa Monica and am getting qualified to fly mission pilot in their Cessna 206. Still enjoy flying.

When I came to UAL Jan 10, 1966 I had a BS & MS in engineering and almost 10 years of employment in electronic design. At the time I thought designing airplanes was a more elegant job than flying them, but the pay and benefits looked better flying. I thought this is a bubble that is going to burst someday. Alas, the bubble is bursting. I sure enjoyed the years of flying and the wonderful people with whom I worked. Now if the PBGC kicks in as advertised it will be quite a comedown but we won't be left with nothing. I'm glad ALPA got us the B Plan.

I really enjoy the *RUPANEWS* and thank all who make it possible.

Regards, *John*

EDWARD E. KLENNER—Woodland Hills, CA
Cleve, Ted & All,

I'm going to pay my postage fee the same as I did last time—for five years. That way, I can be "on time" for four out of five birthdays. Not bad when I'm no longer living on an "on time" schedule. Enclosed please find my check for \$150.00, which includes an amount for whatever miscellaneous fund is in favor at the moment.

Susan and I are healthy, active and as busy as ever. Last year between my various construction / remodeling projects around the house and our business interests and other obligations we found the time to spend almost four weeks in South America. First to Santiago, Chile, then to Easter Island followed by visits to Bolivia (La Paz and Lake Titicaca), Peru (Cuzco, Machu Picchu, Amazon Jungle, Lima and Nazca). Covered a lot of ground, but worth it.

When winter comes we break out the skis, and I've been fortunate to have spent 38 days enjoying the skiing and snow country scenery this winter. The highlight as always is my heli-skiing trip to Canada each year. Exhilarating and challenging. My back

has been performing superbly since disc surgery back in '94, but the knees are beginning to get a bit edgy.

Enough about aches and pains—but it beats talking about pensions...

Good luck and good health to you all and many thanks to all of you who make RUPA the successful organization that it is.

Sincerely, *Ed*

M. LEWIS LAWRENCE—Sarasota FL

Still flying low (700') and slow (75kt) taking our local marine biologists over Sarasota Bay and the Intracoastal waterway while they peer out the open right window to count Manatees and Dolphins. Not much pay, but a good way to build time.

Marnie and I are still doing a lot of sailing and a little golf. We see a lot of the old Medina (CLE) group during the winter here. Thanks, *Lew*

R. L. "PETE" MAURY—Florence, OR

Hi Gang, Only a few weeks late this year. Maureen and I continue to be in fairly good health and are thankful for that.

I drove the motorhome back to South Carolina last May for a grandson's graduation. Flew a few hours in a trike and really enjoyed it, and had my faith restored in the youth of the country, by following my grandson around for a few days. He and my son Rick, the armed US Airways Captain, are into motorcycle racing. I found that watching Rick run around the track at 120+mph didn't bother me too much, but watching the 19 year old Grand turning 140+mph laps didn't thrill me at all.

On the way home I stopped a couple of days at The AF museum in Dayton and spent a couple of days in Oshkosh. Enjoyed both places. I came back through Minnesota, the Dakotas, Montana, and visited with friends at Rosalia, Washington. Nice trip.

Maureen is working at the local hospital as a medical transcriptionist. She enjoys it, and the medical benefits might be nice to have with the United fiasco.

Clay Golden had it right a couple of months ago. We all had so much pride in United Air Lines and our jobs.

The Elks, the Amateur Radio Club Board, the Lane County Road Advisory Committee, the Florence Veteran's Memorial Park Commission, and drinking coffee with the airport bums keeps me off the streets, but not out of the bars!!!!

My best to all the people who keep the *RUPANEWS* operating.

Cleve, you will be missed.

Thanks to all, the checks in the mail, *Pete*

TOM & CAROL MC COSKER—Land O' Lakes, WI

Hi, Enclosed is check for postage. We page through the *RUPANEWS* and Tom still remembers some names, he's 82!

After Tom's severe stroke in March '01 it left his right side unusable, but his mind is good! We sold the house on the lake and all the other "things" that get collected in the 32 years we were there. We built a home in Land O' Lakes that's wheelchair accessible, and it turned out very well.

We moved in October '02 and worked together with his problems and "my strong back"! This went on for 27 months after which it became dangerous to both of us. So, our decision was to have him reside at the Lillian Kerr Healthcare Center in Phelps, WI. He's been there since February 15, and we're both adapting to different lifestyles. It's just a half hour drive to see him, and I do some volunteer work there once a week!

Along with keeping up the house, yard, and financial "stuff" I manage to play some golf and bowl in the winter, etc.!

Life goes on, and aren't we glad! Keep up your good work, *Carol*

HAL & JANET MEYER—Centennial, CO
The usual concerns surfaced when time for the Flight Physical approached. Especially so since

some local "older" pilots have gotten bad press about their fitness to fly airplanes. What a relief again to hear the Doc say "OK for through".

So this is how it feels to be 80. Actually it is not too bad but I have been lucky. A wonderful wife, clean living and some bike riding might be paying off. Having good friends who also enjoy flying the little planes to various places make it all enjoyable.

Now if we could get United back on track and profitable. *Hal*

TRUMAN W. MILLER—Annapolis, MD

Hello Cleve, The past year, as the ancient Chinese curse goes, has had me living in interesting times. After finally settling with the insurance people over Hurricane Isabel, which took the better part of two years, I was prepping to renew my quest to finish my Appalachian Trail Hike. I only have 500 miles of the 2200 total to complete. I came to find out I had Colo-Rectal cancer. Boy was that a scare. The bad news is everything went on hold for awhile. The good news is they got it all after a session with Chemotherapy and Radiation Treatments and major surgery in December. I finish up post operative Chemo in late June.

I queried the Medical types as to why, if they got it all, I still had to do the Chemo. The response was that they just can't be sure and the doc said he was looking forward to seeing me in his office in twenty years still bitching about having to go through all this stuff.

I was still able to get to Yakutat for the Salmon and a bit of deer hunting in Virginia, though somewhat restrained. I just got back from a boar hunt in Florida, so I am still able to hit some of my retirement goals before the money runs out.

I can not say enough positive about Blue Cross/Blue Shield. They covered all but a fraction of the rather astronomical costs of my medical treatment.

I know our medical costs keep escalating, but it is worth every penny, at least to me it was.

Regards, *Truman*

WHAT KIND OF DUMB CLUCKS ARE RUNNING THESE COMPANIES

(This isn't about United Airlines)

Be sure and cancel your loved ones credit cards when they pass away, just in case. This is so priceless, and so easy to see happening with customer service being what it is today.

A lady died this past January, and Citibank billed her for February and March for their annual service charges on her credit card, and then added late fees and interest on the monthly charge. The balance had been \$0.00, now is somewhere around \$60.00

A family member placed a call to Citibank:

Family Member: "I am calling to tell you that she died in January."

Citibank: "The account was never closed and the late fees and charges still apply."

Family Member: "Maybe, you should turn it over to collections."

Citibank: "Since it is two months past due, it already has been."

Family Member: So, what will they do when they find out she is dead?"

Citibank: "Either report her account to the frauds division or report her to the credit bureau, maybe both!"

Family Member: "Do you think God will be mad at her?"

Citibank: "Excuse me?"

Family Member: "Did you just get what I was telling you . . . the part about her being dead?"

Citibank: "Sir, you'll have to speak to my supervisor."

Supervisor gets on the phone:

Family Member: "I'm calling to tell you, she died in January."

Citibank: "The account was never closed and the late fees and charges still apply."

Family Member: "You mean you want to collect from her estate?"

Citibank: (Stammer) "Are you her lawyer?"

Family Member: "No, I'm her great nephew." (Lawyer info given)

Citibank: "Could you fax us a certificate of death?"

Family Member: "Sure." (fax number is given)

After they get the fax:

Citibank: "Our system just isn't setup for death. I don't know what more I can do to help."

Family Member: "Well, if you figure it out, great! If not, you could just keep billing her. I don't think she will care."

Citibank: "Well, the late fees and charges do still apply."

Family Member: "Would you like her new billing address?"

Citibank: "That might help."

Family Member: "Odessa Memorial Cemetery, Highway 129, Plot Number 69."

Citibank: "Sir, that's a cemetery!"

Family Member: "What do you do with dead people on your planet?"

DAVE PERRINE—MESA, AZ

On May 7, 1948 I got a job with UAL as a passenger agent in SFO. I took the job as a temporary, while I waited for a class assignment as cadet with the AIR FORCE.

For almost 2 years I had a low paying but fascinating job with an airline that I was very proud to be a part of. On leaving United I took a military leave, with hopes of coming back as a PILOT. After getting my wings, I flew 19 missions over North Korea and then went to Tucson and flew the B-47. After my enlistment was up, they offered to promote me to Captain and make Regular in the AF. I declined the offer and told them I was going to work with UAL. I also said that they weren't paying me enough to be a test pilot for Boeing. The next 30 years with UAL were the most rewarding years of my life. The employees, under the guidance of W. A. Patterson, built the best airline in the country. Then came Western Hotels, Carlson, McErlean, Ferris and DEREGULATION. Tighten your seatbelts, it looks like a tough ride ahead.

MICHAEL PERRY—Rye Brook, NY

Dear Cleve, My best to all! Life has been good. Lot's of golf and still enjoying my business life.

Thanks to Jim Hosking, Gene Cummings and others for their tireless efforts on our behalf!

Good luck to all. *Michael*

GENE PETERSON—East Dennis, MA

Dear Cleve: This last winter and spring has been a different for us. Last year I had been driving for a local auto parts store delivering stuff in a 10 mile radius. That along with splitting wood and digging endless planting holes, I managed to make a mess of the rotator cuff of the right shoulder. I had surgery on 10 Feb 2005 and am now well on the way to recovery. That does tend to slow down what you do, but I really did manage to get a lot of reading done for the 1st quarter.

The past year we did little travel. As usual, we made a visit to Canada to Joann's sister and brother-in-law and also VT and CT to visit daughter Laurel and her husband. They have a summer cottage in Vermont.

Fortunately I was able to make the Greenwich, CT RUPA luncheon in November. It was nice to meet a lot of friendly faces from the past. We don't get down all that often as it is about 300 miles one way from Cape Cod. Spring has arrived and with it, tourists that start to come in droves. The Herring are running and that draws large crowds and congestion where the stream is, which is only about a mile from our home.

As with everyone else, we wonder what will happen with UAL and about the pension issue, especially. I wonder what the Board of Directors is thinking about in all this mess. And to allow the extension after extension in coming up with a PLAN??? Their heads must be up and locked. So little makes any sense and so much conflicting information and we often wonder if anyone knows what is really happening.

I have read several articles in RUPA put forth by "traditional" medical folks about the problems with herbal and other types of alternative medicines. This is almost like asking a pilot if any accident is caused by pilot error (not quite). But the medical profession often isn't very open minded about the issue.

A couple of personal items. When we moved to Cape Cod I was experiencing "trigger finger" in three separate fingers. Supposedly from my wood carving work as you use the hands very extensively. The "traditional" MD in the Danbury, CT area was injecting my fingers with cortisone which would help. They said sometimes it cured the problem completely and other times no go. The "cure" if the injection didn't work was to operate and cut some tissue which caused the tendon on the finger to hang up and cause the problem. I didn't like that idea too much, as I figured that God put that piece of tissue there for a good reason and once it was gone it was probably gone forever.

We came across an herbalist here in Brewster and he recommended some herbal extracts and an essential oil. Over a period of 3-5 month taking this, the problem has healed itself and not recurred.

The second area is prostate, which is a major concern for all of us. I was having various problems and mentioned it and he put together a collection of about 5-6 herbal extracts which I have been taking since then. I am sure I still have an enlarged pros-

tate, but the desire to urgently urinate has passed. Also the many times a night has gone. It has saw palmetto in the mix. Apparently this is a Native American solution to the problem. As I understand modern medicine, they will take an herb and try to duplicate what it does, but remove much of the other pieces of the blend that nature made. Thereby it can be patentable and hence a money maker. Herbs are very cheap.

I have no idea as to what these various medical procedures cost concerning prostate, but just having gone thru rotor cuff surgery to the tune of \$22,000.00+ so I can imagine. The herbals work and that is the major problem modern medicine fights against, as it reduces their income. That's my opinion, but I am very happy with the results.

Thanks to the folders and stuffers, you do a great job. The editor is doing a fine job also.

God bless, *Gene*

JOHN C. RAINS—Morristown, VT

Ted, Four years into retirement, still getting two checks, and we've moved, downsized, sold the condo, and getting ready for the inevitable reduction in pay. Not a matter of if, just a matter of when and how much. Like all of us, we appreciate the work done by Doug, and hopefully URPBPA.

Margie and I took what seems to be our annual anniversary vacation this April. Just got back from a 14 day cruise from FLL to Rome and then 7 delightful days in a quiet villa outside Panzano in Chianti. The weather was exceptional, specially for us Vermonters not used to the dreaded heat. Temps in upper 60's to low 70's, clear skies, light winds, and slight seas for 23 straight days. Just wonderful. Then, just when we thought it couldn't get better we came home first class on a 777. Fine trip. We'll spend the Summer and Fall here in Stowe and wait and see what happens next. *John*

B. B. "SANDY" SANDS—Zephyr Cove, NV

Thanks to all of you for your time and labor in keeping all of us UAL retirees informed. Late with my dues — just returned from Sun City to Lake Tahoe for the summer. 22 years of retirement, now 87 and still jogging. Keep busy visiting our 5

daughters and their families, 10 grand-children and 10 greatgrands.

Hazel and I had a great trip to Alaska by train, plane, bus and cruise. Returning to Fairbanks was especially a treat, where I flew troops and cargo during WWII. Quite a change after many years. I was saddened by the passing of my good friend, Capt. Terrell, of Denver in March. We were in touch up to his last days.

Best wishes, *Sandy*

SHELDON SCHIAGER—Vancouver, WA

Cleve, No, I'm not dead, except maybe in the brain department. There's hope, though, since I generally can remember my own name.

All's well here in Vancouver (not BC), Washington (not DC). Lots of travel, and in between trips, Jean works. With the pension crap hitting the fan, a working spouse takes on new meaning!

The check is in the mail. (Yeah, right) *Shell*

AL SCHMITT—Sequim, WA

Cleve, Patricia and I are well and still enjoying the Great Northwest. Thanks so much for the super job you've been doing for us all.

All the best to our many friends and colleagues out there. *Al*

LEROY R. SCROGGS—Sun City, AZ

Hello Cleve: Thanks for all the services you and others do to take care of all of us.

Lois & I are packing to leave for Logan, UT where Utah State University operates a Summer Citizen program for several retirees for three months. This will be our 19th year for attending.

I always check the *RUPANEWS* for names of the people we have known. The number is getting smaller rapidly. I will be 86 this month and have slowed down considerably, but still go to the golf course, which I enjoy although the Handicap has reached the maximum.

Thanks again for your efforts on our behalf.

Sincerely, *LeRoy*

NEW TREATMENT FOR MACULAR DEGENERATION

BY ROBERT J. ROWEN, M.D.

Macular degeneration is a disorder worth preventing. It's a chronic and heretofore considered progressive disease leading to irreversible vision loss. In fact, there have been a multitude of supplements on the market that provide nutritional protection to the eye, based on sound research, that can slow or prevent the disease.

But I want to tell you about something new.

Macular degeneration is now believed to be caused by a build-up of cellular waste products in the central retina, the area known as the macula. The waste products build up and slowly poison the densely populated cells. These cells are among the most metabolically active in the body, and the retina is actually brain tissue. And yet these cells must get all their nutrients through diffusion from rather distant blood vessels. If the blood vessels went directly into the macula, they would obscure or distort the critical central vision. Tragically, for those affected, the most metabolically needy cells are the most shortchanged.

One form of the disease, dry macular degeneration affects the overwhelming majority. In this form, the waste products (called Drusen) build up, producing little bumps or wart like thickenings. Debris accumulates and cells then stagnate and suffer in their own waste. Eventually, new blood vessels may grow in an attempt to salvage desperate cells that have massive metabolic needs. However, such new blood vessels are weak and fragile, and may break or leak, leading to another form of MD called wet macular degeneration.

Wet macular degeneration affects only 10 percent of those with macular degeneration. It occurs when blood vessels in the back of the eye leak blood or other fluids. Visual loss occurs faster in wet macular degeneration than in dry.

A credible theory of the cause has led to an amazing breakthrough in the treatment.

I spoke with Robert, a 78-year-old male from Connecticut who has been under treatment with MicroCurrent Stimulation (MCS) beginning in August 1998. After One-and-a-half weeks treating acupuncture points on the skin around his eyes with an imperceptible current, he was able to read two additional lines on the eye chart.

"I was thrilled," he reports. His vision improved from 20/100 to 20/60 and has held without deterioration for over two years. It's also reduced his once daily electrical applications to a few times a week. He now uses a programmed machine that on its own treats all the points, instead of his original machine, which required manual point-by-point treatment.

Diane, a 73-year-old female, was diagnosed with dry macular degeneration. After starting MCS in February 2001, she noticed significant improvement. The vision in her right eye improved from 20/25-2 to 20/20-1 and her left eye went from 20/40-2 to 20/25-1 in just three months. She began with two treatments daily and within a few weeks, dropped to three treatments per week.

MCS delivers a tiny current to a specific area. In biological systems, we often see that less is better. Over time, the current widens its path until the electrons of the current pass through the eyes in addition to the skin. All cells of the body must make and use an energy chemical named ATP, which stores and releases almost all the energy the cells need for life functions. Cell functions include making proteins, electrical transmission, maintaining the all important electrical charge on the cell membrane, and purging the cell itself of waste products.

"ATP fuels cellular garbage trucks," says ophthalmologist Edward Kondrot, a designer and researcher of MCS. With free-radical processes of aging, UV energy, and additional assaults from improper nutrition, our eyes need protection. What is more, with aging, the ability of cells of the macula to manufacture ATP wanes. Cells conserve energy by maintaining only the most critical functions, like maintaining membrane

integrity. (Think of patching up holes in your windows to keep the cold out.) The cellular garbage trucks, which are not critical for the cell to survive in the moment, become idle. Waste products accumulate and, over time, the cells can die.

Years ago, another therapy similar to MCS, TENS (trans-electrical nerve stimulation) was very popular for the treatment of pain. TENS involved placing pads on the skin and applying perceptible electricity to mask pain. Studies in rats using TENS in 1982 demonstrated significant cellular changes. A current of only 50-500 microamps produced an increase in mitochondrial (the cellular energy furnaces) activity and an increase in ATP levels of 300-500 percent with an increase in protein synthesis, which meant an increase in productive cellular activity (such as repairs).

A Belgian study demonstrated that MCS increases ATP concentrations in cells, and thus increased the ability of the cells to rid themselves of waste products. These observations led to very recent research into the effects of MCS on macular degeneration, the disease which, heretofore, good but limited results were achieved with only nutritional therapy.

In his book, *Miracle Eye Cure*, Dr. Kondrot reports he has seen impressive results with both the wet and dry forms, but the less advanced dry form does seem to do better. Additionally, if the patients can see the big E on the eye chart (vision 20/400 or better), the prognosis for visual improvement is very good, with 70 percent of patients making improvement. Persons with worse starting vision will still see improvement, but it's likely to be slower, and require more treatments.

Patient Richard Hazlett of Tarentum, Pennsylvania, makes unabashed praises for MCS. Now 60 years old, he started developing MD in his left eye at age 45 with the right eye now joining, he started MCS in July 2001. When he started the treatment, his eyesight was 20/400 and, even with bifocals, was unable to read. Within several weeks, he was able to read 25-30 verses of the Bible before fatiguing. At first, with no local vision, he was unable to see if the car in front of him had a license plate. After five months, he can now read the numbers on the plates. His rating of MCS: "Terrific!"

MCS is not TENS. TENS is a less-sensitive machine that delivers a fixed-current voltage. MCS must read tissue resistance and adjust the current according to the body's response. MCS is designed with a smart chip to read subtle changes in the electrical forces and resistance so that the electricity flows like a fine mist of a plant sprayer, rather than the brute force of a fire hose. The idea is to gently saturate the tissues with useful energy the cells can utilize to regenerate.

Additionally, a proper device should provide 1/2Hz biphasic or bipolar pulses that change the current flow each second. This prevents uncontrolled DC current from producing electrical burns in the skin. The device recommended by Kondrot, made by the Microstim Company, produces a range of frequencies designed for multiple purposes.

In Chinese medicine, inflammation is called congestion. Specific body tissues develop high conductivity to attract and accumulate the body's electrical forces (becoming red and inflamed like a toaster filament with overabundance of electricity. This prevents normal electrical conduction to surrounding tissues. The Microstim units have two higher frequencies, which send pulses very rapidly into tissues to disperse the congestion. The congested tissues receive more electricity than they can handle, and the storage, exceeding their capacity, leads them to suddenly discharge the excess energy, allowing electron flow to deeper tissues much in need of the energy.

Lower frequencies of the device energize tissues like a trickle charger. Energy moves in slowly, not resulting in a discharge to surrounding tissues, but a filling up in the degenerated cells that's very similar to rechargeable batteries. If the cells can be recharged before they die, they can be restored to working capacity.

Here is an amazing figure. The macula contains 100 million times more pixels, per unit area, than a high-resolution computer monitor! Those cells (rods and cones) are working at breakneck speed sending electri-

cal impulses to the brain. Each impulse reduces the charge on the cell membrane. If not recharged, the cell will lose its function, become disabled and eventually die. Imagine you're running up a hill and breathing hard. If the hill gets steeper or the air thinner, it will take you longer between each step. The same recovery time applies to each cell doing a similar aerobic.

How does MCA help those cells so effectively? Currently, there are several proposed mechanisms. It enhances glucose uptake for greater energy production. Nerve conduction velocity (speed of running) is increased. Arterial muscles are relaxed, allowing greater blood flow. Protein synthesis (cellular regeneration) is increased, and the recovery time for its "exercise," electrical impulses, is shortened. Analogy to physical exercise – you get a permanent "second wind" going up that hill.

To date, although anecdotal evidence is high for the effectiveness of MCS, manufacturers cannot make claims until proper "double-blind placebo controlled studies" are completed to the satisfaction of the FDA. Such studies are underway. However, because the machines are available and relatively inexpensive for such a debilitating and preventable condition, you should know about it so that you need not risk further damage to your vision waiting for the FDA's stamp of approval. Dr. Kondrot and colleagues have developed a comprehensive program of exercises, nutrition, and MCS to help the eye recover.

There is the possibility that MCS could help the age-related need for reading glasses (presbyopia). While little work has been done on that condition, it affects virtually everyone over 50 on some level. I am no exception and will be trying MCS for my documented presbyopia and will be reporting my progress back to you.

MCS devices cost as little as \$600 for high-quality machines for indefinite home use. I do recommend obtaining the machine from a holistic ophthalmologist (such as Dr. Kondrot) so that you receive proper instruction, evaluation, follow-up, and instruction on any facilitating therapies.

If it's impractical to see one of the ophthalmologists who offer this unique item, you can contact Dr. Kondrot by calling 800-430-9328 or e-mailing him at Ekondrot@pipeline.com.

I'm now recommending MCS along with nutritional therapies for all my MD patients. This is a most wonderful breakthrough to avoid crippling vision loss.

Second Opinion's COMPLETE HEALING LIBRARY -- Volume Two



LANE SHOWALTER—San Diego, CA

Dear Cleve, At least it's still my birth month! Find enclosed the annual postage. Again, many thanks.

The year was good. A new granddaughter in November (I should be having great grandchildren at this age). She's a delight!

Kauai in February, and if you have never done it, you gotta do the helicopter tour of the Island. Awesome! The usual motorhome trips and Early Ford V8 activities. And golf. My handicap is going up with my age! And trying to keep up with the UAL bankruptcy/pension news. Oh my!

But, ten years have gone by since I flew that last one-way to Paris and the BIG Seven 0 has loomed up in my face! I can't believe it! Thank God we're relatively healthy.

Thanks again. *Lane*

SNUFFY SMITH—Del Mar, CA

Cleve, I'm finally getting up to speed with email after struggling for 17 years without a good co-pilot to fill out the computerized flight plan. They certainly spoiled me.

I still have the ranch but no longer bulldog nor run any cattle. Miss the roundups, but the real cowboys make me stay back at the ranch house now. They sure know how to hurt a guy's ego.

I can't tell my wife but I still fly thanks to my neighbor. He has back problems and asked me 2 years ago to fly his airplanes. I fly the RV-4 weekly but haven't had the guts to fly the pits S1A. (No one would say I was too smart not to fly it).

My six kids are all fine but have not sent me \$100 per month each to help us in our old age. I ask them about it the other day and they replied that they thought about it, but decided it would be more appropriate to file a child abuse law suit against me. (so much for sending a kid to law school).

Sheryl has had a tough year as far as her health, and I still tick along in good health.

Thanks to all for your faithful toil in keeping us together. *Snuffy*

IRV SOBLE—Upper Black Eddy, PA

Greetings, All-

It's hard to believe, but 10 years have passed since I retired, and 24 have passed since I wrote this poem below. I was a DC-10 S/O at the time, flying an all-nighter from LAX-JFK. The Captain had left the cockpit for a few moments (ah, the good old days) and I was sitting in his seat. It was a beautiful clear night and we were flying over the Rockies. We had a full moon, and the snow on the mountain tops glistened and made them appear to be perhaps 500 feet below us. It was an awe inspiring site, and I was so happy to be there. I was, in fact, so inspired that then and there, I wrote the following poem printed below. I was too embarrassed to show it to anyone then, but now that I'm old enough, I thought I'd like to share it with some of my like-minded friends. I'm sure that most of us have had similar thoughts at one time or another.

A PILOT'S GRACE

Thank you God, for granting me
The blessing of this flight
Thank you God, for giving me
The beauty of this night.

My eyes behold your wonders
As they scan your heavens near
My soul is free to contemplate
Your purpose very clear.

You've given me the blessing
Of good health to get me here
You've given me the skill to fly
That I need not know fear.

You've given me position
That men feel safe with me
You've given me humility
That I might trust in thee.

Now it's my turn Lord to give
My thanks to you and more
Now it's my turn Lord to be
Your servant ever more.

Please grant me time to fly through life
With wings outstretched to bear
The weight of those who need a lift
But do not have the fare.

Gratefully written by
Irv Soble
Flight Officer
United Airlines
1981

BOB STEWART—Port Townsend, WA

Dear Cleve & Ted, Well I'm getting better. It is my birthday month & I'm sending my money. Not too much to tell for the past year except we did finish our kitchen remodel and are now doing our deck which should be finished by May 1.

Because of the kitchen remodel we did not cruise much last year. We did get up to the Canadian Islands for a short cruise and attended our Yacht Club cruises.

I sold my boat and am buying a 42 foot Altus made by Ocean Alexander, which I was supposed to have by now but it seems that it's difficult to get the hull shipped out of Singapore, so I will probably get it sometime in June. Its one level, which will help me get around a little better.

Our travels included four weeks in Maui and several trips to the Oregon coast. I celebrated my birthday in Las Vegas where I spent the last of my paycheck!

Keep up the good work on keeping us so well informed on UAL and all the other news.

Bob Stewart

RALPH STEWART—Mountain City, TN

Hi All, This sixty-six birthday is slightly annoying. At 65 one got Medicare. This year a pay cut is being offered. It is very irritating to realize that in order to make up the pay loss I must try and live longer. I had planned to make it to 86. That seemed like a reasonable number of years and is sort of a family tradition. Now I need to try for 96. What a pain. More exercise and eating health food. I hope everyone will try and live longer. May the pilot group be the longest lived group the PBGC ever has to deal with.

Regards, *Ralph*

ROBERT L. STIFKA—La Jolla, CA

Dear Cleve and RUPA gang, I remembered! Today is my birthday, only 73 and still vertical, especially after a few simple procedures. Let's see if I can share...first cancer on the right side of the face. Replaced the right cheek and part of the ear. Looks OK after three years (always wear a hat and sun block now) guess I should have done that in the first place. Next came the multiple bypass and valve replacement; Not exactly a piece of cake. Then, about a year ago, had to undergo total hormone block and radiation treatment for prostate cancer, so far so good as the PSA is unreadable one year after the procedure, but it takes two years to verify a cure. Almost turned into a female during that deal (just kidding). Actually, I am beginning to feel like a medical experiment.

As I am writing this, my finger has curled up and locked. Guess I will have to see another Doc about this minor problem. Oh, forgot to mention macular degeneration beginning in the right eye.

Thank you guys for keeping us posted with *RUPANEWS*, a very interesting, no, actually an essential publication, and for all the good work you do on our behalf. WE ALL CERTAINLY APPRECIATE IT, BIG TIME. Best luck and health to all.

Regards, *Bob*

UNITED AIRLINES BENEFITS

United Airlines Benefits Department Announces:

"THE FLY TILL YOU DIE RETIREMENT PROGRAM"

Many Flight Attendants have expressed concern about new retirement benefit changes. Management understands these concerns, and has developed a new program to assist Flight Attendants in their golden years...

UAL's "Fly Till You Die" program will eliminate the need for retirement benefits altogether, and is designed to assist Flight Attendants who are over age 75.

Benefits Include:

- 1) A handicapped parking pass for the employee lot.
- 2) Large print FAOMs. (Flight Attendant Operations Manual)
- 3) Discounts on prescription bifocals and walkers.
- 4) Low impact senior aerobics at select layover hotels.
- 5) Up to four sick calls per year before disciplinary procedures begin, and up to two weeks unpaid leave for hip surgery.
- 6) Priority seating areas while waiting for domicile elevators.
- 7) Unlimited re-takes on RET door PC's. (Recurrent training door proficiency test)
- 8) Gate to gate wheelchair assistance for connections under 1:45.
- 9) Unchallenged orthopedic uniform shoe exceptions.
- 10) Free shuttle service to work from employee nursing homes.
- 11) Geritol and laxatives added to stew kit and sold to FAs at \$5.00 per dose.
- 12) Expanded death benefits for Flight Attendants who expire while on duty. (Excludes deadheading. DNF's (Did Not Fly) deductions will apply for remainder of unfinished trip.)

United Airlines' executives say they developed this industry-leading benefit program because they recognize the importance of their front-line employees, and appreciate their contributions to the success of the company.

They also remind employees: "Benefits subject to change or cancellation at any time without prior notice."



"Would you mind talking to me for a while? I forgot my cell phone."

DONALD TOEPPEN—Sun City West, AZ

Best wishes to all! Mary and I attend all our RUPA meetings across the street from Scottsdale Airport as "engineered" by Frenchie, Millie, and the Killmons. They are always great gatherings, and we "Desert Rats" get to visit with the northerners who enrich us with their presence!

Mary and I are well, and escape to Chicago to visit her family, and Oshkosh for the EAA Fly-in Conventions in season, where we both volunteer.

We have all been favored by two articles about the Caravelle. I'd like to add a few highlights that have not been previously mentioned.

In the late '50's and early 60's, all the "Big Boys" were in a rush to establish themselves as the premier four engine manufacturers. Douglas realized there was a niche that had not been filled, and too late, started looking at the possibilities for a two engine jet. Gad Zooks! Sud Aviation was already there!

Sud had seen the niche and designed a jet with two engines, and built it for repair parts that were already "on the shelf" world wide. Many of the parts that were subject to those annoying failure that caused cancellations, were the same ones needed to keep the Caravelle and even piston aircraft operable. A real win / win situation.

In the ORD office, we had a Flight Manager, Bud Ransom, former MEC Chairman, CPA, Mechanical Engineer, Army Fighter Pilot, and Mechanic. When Sud brought a ship through ORD, Bud was all over it. His comment? "This baby is a beauty! "It is mass produced, but it is hand finished! "All the access openings are hand fit. "Maintenance of the basic structure will be a cinch!"

So, as we know, United bought 20 of them. Douglas, not to be outdone, acquired the U.S. manufacturing rights, and signed on as the U.S. Representative.

It was my privilege to fly number 17 from Toulouse to ORD as Perry Thomas' copilot. We were in Toulouse for a week, awaiting the final signoff of our ship. We had a chance to tour the factory,

and it was modern in all respects except one. That one? None of the workers wore protective eye-wear! Were they considered to be expendable? One can only wonder!

The ship was a joy to fly, but as previously stated, under powered by our standards. I have a book on the ship: *Sud Esst Caravelle* by A. Avrane. It covers a broad range of most of the ships built, including other U.S. owned aircraft. Some were P & W powered, but it does not relate whether or not this made a hot rod out of it!

When we did start flying them out of ORD, if the jump seat was open, one of the Douglas reps was on board. The questions were always the same, "What don't you like about the ship?" It was not too much later that the DC-9 came down the pike, and Douglas took care of those things we thought could be improved. I guess we could say that those wilie Frenchmen stole the march on Douglas, and thanks to them, DC-9's, and the MD series aircraft have two engines on the tail. Could it also be that is why the B-727 has three on the tail? *Don & Mary*

DENNIS THE MENACE Hank Ketcham



"BOY, RETIREMENT IS A REALLY COOL JOB."

OLD FRIENDS

Two ninety year old men, Moe and Sam, have been friends all their lives. It seems that Sam is dying of cancer, and Moe comes to visit him every day.

"Sam," says Moe, "You know how we have both loved baseball all our lives, and how we played minor league ball together for so many years. Sam, you have to do me one favor. When you get to Heaven, and I know you will go to Heaven, somehow you've got to let me know if there's baseball in Heaven."

Sam looks up at Moe from his death bed, and says, "Moe, you've been my best friend many years. This favor, if it is at all possible, I'll do for you."

And shortly after that, Sam passes on.

It is midnight a couple of nights later. Moe is sound asleep when he is awakened by a blinding flash of white light and a voice calls out to him, "Moe... Moe..."

"Who is it?" says Moe sitting up suddenly. "Who is it?"

"Moe, it's me, Sam."

"Come on. You're not Sam. Sam just died."

"I'm telling you," insists the voice. "It's me, Sam!"

"Sam? Is that you? Where are you?"

"I'm in heaven," says Sam, "and I've got to tell you, I've got really good news and a little bad news."

"So, tell me the good news first," says Moe.

"The good news," says Sam "is that there is baseball in heaven. Better yet, all our old buddies who've gone before us are there. Better yet, we're all young men again. Better yet, it's always spring time and it never rains or snows. And best of all, we can play baseball all we want, and we never get tired!"

"Really?" says Moe, "That is fantastic, wonderful beyond my wildest dreams, but what's the bad news?"

"You're pitching next Tuesday"



WALT WARNER—Gilroy, CA

Dear RUPA, I'm sorry I missed my birthday again. Not much to report on my activities for '05. Sherry took me to Mariposa and Ceres, but not much to report except the new owner of the Ceres lot has built his new home and incorporated the shed with it. He did a nice job and it looks fine.

We had a get-together with our friends in Mariposa, the Wx was great and we had a very nice time at their party. We returned through Yosemite Park and the Wx was beautiful there too. We thoroughly enjoyed seeing the falls and all the other activities there. The whole trip was very nice and we returned to Gilroy on the second day.

Not much to report, and hope to have more in '06 if I'm still around.

Many thanks to all who make this publication possible. *Walt*

ED WHEELER—Pompano Beach, FL

My wife of 39 years, Ginny Hodges Wheeler passed away May 9. She had been in an Alzheimer's home full time for 3 months, a day care patient for last 3 years. After seeing what those people go through, it was a blessing she didn't have to endure it long.

She was the first United F/A (Stew back then) to come to our own "Capital Base" in Miami right after the merger in 62, and we broke her in right. My thanks to all who attended services and called.

A lighter note, we married in '66 when you couldn't, got caught in '69, she was fired, won the old McDonald case and got a nice check from UAL. Sure that there are still a lot who remember those days! I still have my Charterboat business, still a Reserve Officer with Miami Dade PD flying the police helicopter (35 years this fall), had to qualify on the range just last week, and take all the required police training the regulars get every year. Thanks for all you do for a great organization. Regards to all. *Ed*

WILLIAM C. WHIPPLE—Port Ludlow, WA

Dear Cleve, Enclosed find check for my annual. Also, thanks for your and your fine cohorts for all their efforts in the news.

I've given up our boat and RV, but still do some of our yard work. This month is my 90th with 35 years with the company and 30 since they clipped my wings. I don't really miss it after reading all the goings on with the airlines. I still see some of my friends that I know in the *RUPANEWS*, but not many.

Sincerely, *Bill*

BRUCE AND ANITA WILKINS—Harvard, IL

This has been a difficult year for us. Anita's father died (84yrs) last May and mine died in December (93yrs) followed in February by my mother (91yrs). At the same time two of our sons are married and all are out of college and on their own. It is difficult to say much more and not get into the pension problems so I will let it go at that.

Bruce

LYNDEN E. WORDELL—Pompano Beach, FL

Dear Cleve, My computer Quicken Program is reminding me *RUPANEWS* fee is coming due again. That means my 65th birthday is near. Five years have gone since I last taxied into JFK from LHR. I should be thankful I have had 5 years of my full pension. After the PBGC take over, I will be getting about 47% of what I was promised by United. I think if I were 29 and getting out of the Air Force today I would have chosen a different career than United Airlines.

On the brighter side of things, my wife and I will enjoy the arrival of two new grandchildren this July. We will adjust to our lower income status and I will pay less taxes. We will keep our condo in Pompano Beach, FL and our house in New Jersey. My fishing boat is sold. I am thankful I have my Air Force Reserve retirement and the Tricare medical plan. With PBGC, Social Security, Reserve Retirement, Medicare, and Tricare for Life I am entirely on the US Government dole. Goodbye United Airlines.

I just completed IMRT radiation treatment for early prostate cancer. With one in six of us getting prostate cancer I know some of the RUPA group will be facing this situation this year. I will be glad to answer any one questions. It is very confusing when you get prostate cancer as there are many choices for treatment. The doctors will not tell what the best treatment is. I have gone through this process. Just E-mail me I will be glad to help.

Sincerely, *Lyn*

lwordell@comcast.net

VINCENT J. WORMSER—Mercer Island, WA

Just passed my 86th birthday, and doing OK health wise. My wife, Irene, is also healthy.

I must sell my 35ft Chris-Craft cruiser this year, at Moorage Lake Washington. If anyone is interested, I'll give them a good deal. Call 206-232-3245.

Cheers, *Vince & Irene*

IN MEMORIAM

DAVID "DAVE" BEATTY

Dave was born in Kansas in 1930 and passed away on April 30, 2005.

Dave's first airplane ride occurred when his father took him for a ride when Dave was 11 years old. This started a life-long love of aviation. Dave was a USAF pilot with his last assignment in the Strategic Air Command (SAC) on Boeing B-47s. In 1965 he became a UAL pilot and since 1967 was based in Los Angeles. Dave retired from UAL in 1991.

I flew with Dave, a Huntington Beach neighbor of mine, on B-727s. He was a fine pilot, a nice man and a real gentleman. *Walt Bohl*

FRANCIS W. JAMES

Francis W. (Babe) James went west May 8, 2005, at the VA Hospital in Denver. A memorial service was held May 10 at Olinger Funeral Home in Castle Rock, CO. Interment was at Fort Logan Na-

tional Cemetery in Denver. Military honors were provided by the U. S. Army. Francis Willard James was born Dec. 17, 1917 in Aurora, Ohio. He is survived by daughters, Valasa Dee Gifford, of Castle Rock, Francene Warren Overy of Parker, and Jerelyn Jessie Sprague of Austin, TX. He was preceded in death by his wife, Marjorie Wilma Holmes, March 4, 1999.

JOHN H. JOHNSON, JR.

I am writing to tell you that John "Jack" Johnson slipped the surly bonds of earth on May 3, 2005. He has struggled for several years with emphysema. Jack was 75 years old. He was born in Clymer, PA on Feb. 12, 1930. He loved flying more than anything else and also loved his music. He is survived by his wife, Gail, of 51 years, two sons, Erik, of Ft. Collins and Karl of Littleton, CO. A daughter, Lauren Jervik and was very proud of his nine grandchildren. He is also survived by his sister, Greta Haar and seven nieces and nephews.

Sincerely,

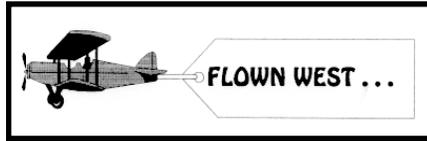
Gail W. Johnson

ROBERT W. TAPPAN

Capt. Robert W. Tappan passed away in Reno, NV after a short illness. He was born in Pueblo, CO 82 years ago. Bob was a mentor to me, my first boss at EWR in 1965, and the Captain I most wanted to be when I grew up. He flew the B-17, as Aircraft Commander in WWII, was shot down over Berlin during a bombing raid by a ME 262, jet fighter. He spent the balance of the war as a POW. In the Stalag he learned among other things, how to dance and play poker, which was very important to him in later life. In addition to being a great stick, he was an excellent Flight Manager, and one of the premier poker players at the Midway dog house poker games. Bob joined United in 1945, flying most of the aircraft in the fleet as Captain, was a long time Flight Manager on the East Coast, retiring on the B747 in 1983.

Fraternally,

Ken Ernst



ROBERT W. TAPPAN	02/10/2005
DAVID BEATTY	04/30/2005
JOHN H. JOHNSON, JR.	05/03/2005
FRANCIS W. JAMES	05/08/2005

** 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 Wed. SFO North Bay---*Petaluma Sheraton*
2nd Mon. SW FL---*Olive Garden, Ft. Myers - 239-417-8462*
2nd Tue. San Diego Co---*San Marcos CC- 760-723-9008*
2nd Tue. Nov-Apr Treasure Coast Sunbirds---*Mariner Sands CC - 772-286-6667*
2nd Thu. Oct-Apr. SE FL Gold Coast--- *Flaming Pit - 561-272-1860*
2nd Fri. PHX Roadrunners---*Best Western En Suites Scottsdale Airport, AZ 480-948-1612*
3rd Tue. DEN Good Ole Boys--- *11:30am American Legion Post 1 - 303-364-1565*
3rd Tue. LAS High Rollers---*Memphis Barbecue - 702-896-8821*
3rd Tue. NE FL---*Spruce Creek CC - 386-760-9736*
3rd Tue. Dana Point CA--- *Wind & Sea Restaurant - 949-496-2691*
3rd Thu. LAX---(Even Mo.) *Hacienda - 310-821-6207;*
3rd Thu. LAX---(Odd Mo.) *Mimi's, Chatsworth - 818-992-8908*
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---*Boston Cooker - 727-787-5550*
Last Wed. Hawaii Ono Nenes---*Mid Pacific Golf Club*

Quarterly Scheduled Lunches

- 1st Wed. Feb, May, Aug, Nov. Chicago Area--- *Itasca CC - 630-832-3002*
2nd Tue. Jan, Apr, Jul, Oct. McHenry (ORD)---*Warsaw Inn - 815-459-5314*
3rd Wed. Jan, Apr, Jul, Oct. Washington Area---*Westwood CC - 540-338-4574*

Semi-Annually Scheduled Lunches

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

Deadline: June 22, 2005

Mailing: July 6, 2005



PERIODICALS

RUPANEWS

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