



# RUPANEWS

## Journal of the Retired United Pilots Association

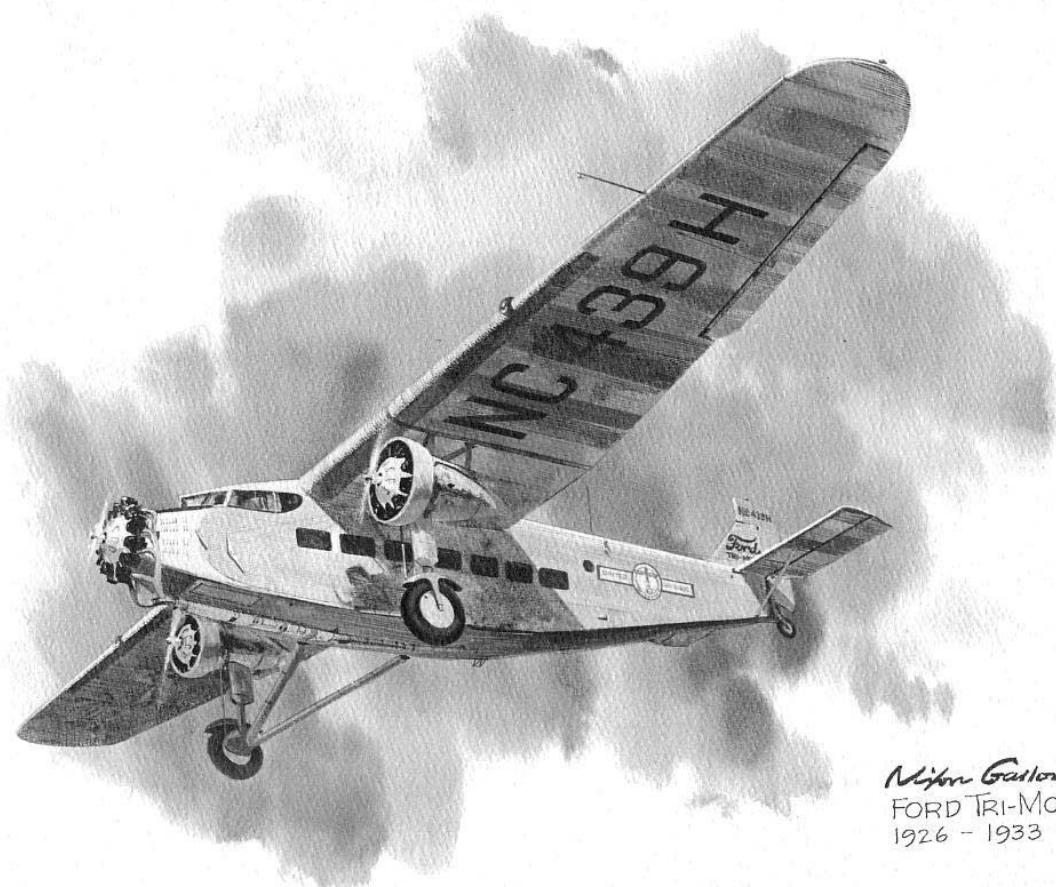
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Volume 5 Number 4

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April, 2003

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*Niles Gallaway*  
FORD TRI-MOTOR  
1926 - 1933

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# RUPANEWS

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## PRESIDENT'S MESSAGE

Fellow RUPArians, as I write this, the third night of bombing is taking place in Iraq. I can only hope and pray that Operation Iraqi Freedom comes to a swift conclusion and our troops come home safe, and soon. Our other concern is for the survival of our airline as passengers cancel travel plans during this time of uncertainty.

This was once again a busy month for me. On the 8<sup>th</sup> of March I attended the San Francisco council 34 Retirement party. Two hundred and fifty friends and family members were in attendance to honor the 31 pilots who were dressed in formal attire for the night's festivities. On Friday the 14<sup>th</sup> of March, I joined with 38 Phoenix Roadrunners for lunch at the Briarwood Country Club and all had a great time. I want to thank Frenchy and Millie Bourgeois for their generous hospitality. Then on the following Tuesday, the 18<sup>th</sup>, my wife and I were in Las Vegas for the High Rollers luncheon at the Memphis Barbecue. My thanks to Ruth and Barry Dixon who transported us back and forth and to Clyde House and the approximate 46 in attendance for their hearty welcome.

**What to do with Proof of Claim Form?** At the present time, ALPA is in talks with United's Bankruptcy Firm. ALPA is attempting to file a group-proof of claim on behalf of all of us. Please retain the form and standby for further instructions. We have until May 12<sup>th</sup> to file. We soon will have an answer as to its disposition and will post it on our web site.

Work is progressing on our Convention planning. I can tell you that it will be held at the Sheraton Gateway Hotel just south of the San Francisco airport during the last week of October. Look for more information in next months *RUPANEWS*. In the meantime, set aside the final days of October for the 2003 Convention.

Fraternally, *Rich*

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## DANA POINT LUNCHEON

Once more weather was great for outside seating. The manager and crew at the Wind and Sea are getting used to us and are very accommodating to our outspoken group. Many of the group showed up with Wall Street articles, cutouts from Forbes and E-Mail printouts. Much debate and exchange of information with a few jokes thrown in! RUPA "The purpose of this organization is to enhance the welfare of and to maintain the friendships and association of its members." This Motto is well and alive with this group. Present were: Carlos Bernhard, Bill Meyer, ED Judd, Bruce Dunkle, Jerry Meyer, Pete Hansen, Park Ames, Jim Stowell, Walt Bohl, Bob Brockmeier, Ted Simmons, Joe Udovich, John Grant, Bill Rollins, Ed Kreiger, Bob McGowan, Ron Cordes, Jerry Grubaugh, Rudy Haluza, Al Pregler, Jim Rollins

The Question of the "United Retired Pilots Benefit Protection Association" (URPBPA) and the request for initially \$135 was asked. To join or not this group is an individuals decision. Go to their web site [www.ualpilotpension.com](http://www.ualpilotpension.com). As of 3/20/03 the Lawyers are suggesting that a group wide claim may be made. As I read the instructions The General Bar Date is June 9, 2003 for filling claim. Question is do we have one?

I did get a note from Doug Wilsman that recommend a perusal of a seven-page copy of the testimony before the U.S. Senate Committee of Finance by the Executive Director of the PBGC March 10, 2003 which is on their home page at [www.pbgc.gov](http://www.pbgc.gov).

Bob Brockmeir and Bob McGowan talked about setting up a group RUPA lunch in the Newport Beach area ... Anyone interested contact Bob McGowan at [McGowanbob@mac.com](mailto:McGowanbob@mac.com).

John Grant has taken on Name Tag duty. He asks if you have one bring it and wear it. Great when a new face shows up. He will have more available at next meeting.

The next meeting will be on Tuesday April 15 at noon. If you have time come early and get a longer visit!  
Regards, *Ted Simmons*

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## Has your subscription to the RUPANEWS expired???

We constantly get calls from members wanting to know their status in reference to postage dues. 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*

## **FLORIDA GOLD COAST LUNCHEON**

The Southeast Florida group met on March 13<sup>th</sup> for another great afternoon. I wasn't there but I heard it went very well. (The fight never took place.) There was another large turnout. Aboard were, Ham Oldham, Lyn Wordell, Mike Wedge, Tom Llewellyn, Warren Hepler, Stan Blaschke, Ham Wilson, Hank Fischer, Peter Gallant, Dick Smiley, Dick Wiley, Dick Reutz, Bob Hein, Ed Wheeler, Jimmy Carter, Earl Harned, Ned Rankin, Russ Burleigh, Bob Lang, Bob Fiedler, Sid Sigwald, Walter Kimmey, Paul Livingway, Les Eaton, Terry Lewis, Dave Peat, Jack Wink, John Beiger, Ed Petrovich, and Jim Good. The next meeting will be our last until fall as the wimps go north for the summer. We will meet April 10<sup>th</sup> for that affair. Same place and same time. Call me for questions or to be put on our mailing list at 561 994-6103. *Jerry Bradley*, for the bosses, Jimmy Carter and Stan Blaschke. (What do they do?)

## **LAS VEGAS HIGH ROLLERS LUNCHEON**

Clyde House (702) 896-8821 [clydie@concentric.net](mailto:clydie@concentric.net). The strong March winds blew an exceptionally large crowd into the Memphis Barbeque for our luncheon on Tuesday. Me thinks perhaps the suggestion of having our fine RUPA President Richard Bouska and his lovely wife Georgia as honored guests may have had something to do with the turnout. Captain Bouska gave us an excellent update on the goings on of the airline and was gratefully received by all. Since Rich and his wife are making the rounds of all the various chapters I'm sure he was glad to get some barbeque instead of the range chicken they serve down south. The following were in attendance. Andy & Dawn Anderson, George & Denny Atteberry, Bill Balboni Jay Cochran, Jerry Campbell, Richard & Georgia Bouska, Barry & Ruth Dixon, Larry & Mary Doyle, John Drommond, Barrie Folsom, Larry & Valorie Grihalva (NEW), Mike Cosby, Gene & Mary Lamski, Jim & Peggy Cox, Pat Holmes (NEW), Rod Lyons (NEW), Bud Puckett, Walt & Emma Meronyk, and Guests Jack & Margaret Healy, Jerry & Barbara Metzgar, Oak & Fern Porter, Jimmy Price, Jim Tight, Lloyd Whitlow, Hakl & Shirley Morris with son Scott (American Pilot), Hugh & Kathy Mattern, Tim & Marilyn Parker, Don & Betty Swirnow, Bruce Fisher and guest Marlene Brown.

I guess It would behoove me to get a guest speaker more often to get a bigger turn out for our luncheons....Any Suggestions??? Also attending was yours truly, *Clyde House & Marie Loquet*

**GOD BLESS OUR SERVICEMEN IN THE MIDDLE EAST AND SAY A PRAYER.**

## **LAX VALLEY LUNCHEON**

LAX Luncheon at Billingsley's March 20, 2003. After the following 24 of us got settled in our private dining room our new Los Angeles Valley Representative, Don McDermott, got our attention at 11:52 A.M. Those of us present were: Don McDermott, Rex May, Doug Rankin, Bob Bartow, Ken Williams, Shirley Hanson, Jack Hanson, Mary Doheny, Mike Herriott, Dave Kirkendall, Bob Cross, Bob Kohler, Walt Albright, Bob Mosher, Ray Engel, Butch Trembly, Marv Jeffers, Gerry Beyer, Dick Neet, Doug Bielanski, Denny Fendlander, Claude Giddings, Jack Moore, Herb Goodrich.

For those of us who were not at the Hacienda Hotel for the RUPA Luncheon in February to hear Doug Wilsman report on the situation pertaining to our retirement benefits, Don did a very good job in relaying what Doug had said. Don also passed out some "Do-it-yourself" benefit estimator forms that Doug Wilsman had put together. Next we were told the ESOP is DEAD. The reason for this is State Street Bank who was managing the money said that you can't have all that money in stock. So the Bank sold 14 million shares of the stock and this brought the stock price down to .84 cents per share. The next subject to come up was that the company wants the retirement factor brought down to 1.30 and in the long run to eliminate the A Fund

### **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@attbi.com](mailto:clevespring@attbi.com)

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

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all together, going to a 401K. Someone then asked about the company buying Annuities for the pilot's retirement and Don said the company stopped doing that January 1, 1980. So those of you 83 and older should have annuities. About then Rex May said this is too serious for me and after he told a story we all had a good laugh. About then our lunches started to arrive and everyone went back to talking to those sitting near them. There were some there today who we had not seen for some time. Dick Neet from Northern California joined us for lunch along with Claude Giddings, Bob Bartow, and Mary Jeffers. I just looked at the calendar and May has 5 Thursdays so the third Thursday will be May 15th so till then goodbye from the heart of the San Fernando Valley. Till then, **Doug Rankin** [Dougmarch@aol.com](mailto:Dougmarch@aol.com)

## S.E. FLORIDA LUNCHEON

The gold Coast group met on February 13 at the *Flaming Pit Restaurant*. We had another large crowd. That makes getting these letters off slower and slower. I probably missed the next *RUPANEWS*. I also missed my own birthday letter now by three months. Moving on. We were honored by the presence of our national RUPA president. Everyone was impressed that he would fly down here for our meeting and stay for the thrice a decade MIA retirement party later the same day. He attended the retirement party with his lovely wife and many of us were happy to get to know him better. We hope you visit us again soon, Rich. The party in Boca Raton was a great success and had a fine attendance. Dan Petrovich interviewed the celebrants. He gets better at this all the time. I can see him replacing Larry King someday. (Needs to trade the tux for suspenders) A special award was presented to Roger Hall for all he has done for ALPA during his career. He received a standing ovation. All our best to you Roger.

Attending the February meeting were: Ham Wilson, Dan Petrovich, Ed Petrovich, Rich Bouska, Peter Gallant, Paul Livingway, Lyn Wordell Bill Dutour, Guy O'Rear, Tom Llewellyn, Hank Fischer, Tom Sheeran, Warren Heppler, Burt Olson, Ed Cleary, Fred Nichols, Ham Oldham, Ed Wheeler, Terry Lewis, Jim Morehead, Dave Peat, Dick Wiley John Bieger, Dick Bodner, Jerry Conklin, Ned Rankin, Jack Wink, Stan Blaschke, Duane Harrison, Jimmy Carter, Bob Lang, Jerry Bradley and Kyran McGowan.

Next affair will be on March the 13th, same time, same place. If you would like to be on our post card reminder list, please call me at 561 994-6103. Hope to see you there.

**Jerry Bradley** for Jimmy Carter and Stan Blaschke.

## OHIO NORTH COAST FLYERS' LUNCHEON

This past Thursday found fewer CLE 'Crazies' than usual meeting for our monthly luncheon. Perhaps it was such a nice spring day that caused people to want to be outside or maybe because our newly designated 'Grand Pooba', Rich McMakin, was unable to attend! He was only 'in charge' for two meetings, and he needed a break? Anyhow we managed to resurrect our retired fearless leader, Dick Orr, to run things and all was well. The Hudson United Bunch was well represented with only two absent, and Kenny Wheeler regaled us with many jokes and stories. He has a big show coming up with his barbershop quartet, but unfortunately it will be over by the time this is printed! We were all saddened by the death of Barbara Breit, wife of Capt. Del Breit. Our thoughts and prayers are with the family at this difficult time. George Bleyle gave a summary of what the company is asking for from the pilots - sounds like a return to the '70's contract - but better to negotiate than have the whole contract voided by the court! Much more story telling took place as we didn't vacate until after 1530!! Dick asked me to write up the meeting as our permanent scribe and published author, Don Kariaskos, is still enjoying the AZ sun!! Those attending were: Dick Orr, Phil Jach, Gene White, George Bleyle, Rick & Ronnie Ogden (who are off on a tour of Italy next month), Bob & Liz Olsen, Ken Wheeler and me - Ed Griffith. Remember, next month same time and place active pilots, wives and/or girlfriends are always welcome!

### United Airlines Retired Pilots Foundation, Inc.

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

## PHOENIX ROADRUNNER'S LUNCHEON

The Phoenix Roadrunner's met for lunch at The McCormick Ranch Golf Club in Scottsdale, AZ on Friday March 14<sup>th</sup> 2003. We had GOOD Attendance. 38 member's & Guests: Fred Anderson, Bill & Lillian Bay, Betty Bergbower, Betty Bleser, Howard Blomstrom, Don Burnworth (Prescott), Frenchy & Millie Bourgeois, Rich Bouska (Our RUPA President), Ginny Coleman, Dick & Rick Cooley, Mike & Dawn Carlin, Bill & Leigh Dutton, Alex Dunn (Seattle) Jim & Ginny Dopp, Don & Jan Eiken, Ralph Johnson, Ken & P.J. Killmon, George & Joan Morris (SFO), J. O. Martin, Ed & Phyllis Nelson, Pierre Ney, Gene Paquette, John & Shirley Prestegaard, Roy & Lois Scroggs, Charlie Schwob, Bob Steeneck

Gene Paquette entertained us with his Irish Whistle, so special on St. Pat's Day. Thanks Gene.

Rich Bouska came down to Phoenix Thursday to make sure he was here for our luncheon on Friday. His layover was here at the Bourgeois B & B enjoyed by all. Rich spoke on the Current conditions at UAL, and answered questions about our Retirement & Insurance Coverage. Very well done.

The Food & Service was outstanding, as was the view of the Green's and the Lake from The Lakeside Room. Our next luncheon will be on Friday April 11<sup>th</sup> at Le Sans Souci French Restaurant in Cave Creek. Our member Bill Dutton will provide our entertainment with his Magic. He is really GOOD. Come enjoy as this will be our last meeting until October. Please phone 480-948-1612 or E-Mail [fbourgeois@earthlink.net](mailto:fbourgeois@earthlink.net) for reservations. Thanks, *Frenchy*

## ANNUAL SEATTLE RETIREMENT PARTY

The Annual Seattle Retirement Party for United Airlines Pilots and their family and friends was held March 8, 2003 at the magnificent Museum of Flight at Boeing Field.

We have attended a few of these retirement parties, and this by far was the best one ever! This event was organized and prepared by Seattle United Pilot, Dave Sharpe and his Wife Lisa. They did an absolutely incredible job of providing a program for the new Retirees and all the folks that came. The room was packed by the time dinner was served and most everyone got to sit at a table with their friends.

I attend quite a few events where there are speakers, slide shows, Power Point presentations and extraordinary table set ups and decorations, thru my association with The Boy Scouts of America. Dave and Lisa did not miss a thing in my opinion to make this very special occasion for the new retirees a night to remember! Good Job! Toni and I were very impressed and had a very good time visiting with old friends and meeting new ones!

The invitation said the event would run from 5 to 10 PM. We figured no one would show up until after 5:30 or later. We were wrong! We got there at 5:30 and had to scramble to find a table with six open seats! We had planned to meet up with Al and Marcia Snook coming over from Denver. Al is one of my "new hire" classmates, and like me is very active in Scouting. They flew over with Frank and Christine Figueroa. Christine was based in LAX, but was unable to attend that party, so chose Seattle to be her retirement bash. As a result; we sat at her table.

After dinner; The "Parade of Retirees went flawlessly and photos of "before and after" were fun to look at on the big screen with a "bio" of each Pilot's career. Each pilot was able to stand up front and give a small talk about his career, and enjoy the accolades for each. All in all; A very "class act"!

Now; one thing I have found over the years; if the Wife ain't happy; we start looking for the "door" as soon as possible. Last night; I could barely drag Toni out of there. So many people came over to see her, and visit! Somehow; the way this event went; it encouraged visiting and the fact is; it was difficult to meet and talk with everyone. Time just flew by, which is exactly the way you want it! Cheers! *Dick & Toni Monroe*

## '02 RUPA Financial Report

Our Secretary/Treasurer, Capt. Cleve Spring has given me a copy of the RUPA Financial Report for 2002. It is accurate and complete in all respects and shows the continuing excellent financial health of our organization. - - - respectfully submitted, *Floyd Alfon*, Chairman Audit Committee

### United Airlines Historical Foundation

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

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## THE TRACY ACES PARTY by S.J. Devine

THE TRACY ACES THREW A PARTY -- AND GUESS WHAT? Everyone came! Well, not everyone, but all 25 (including wives) who promised to come. John Clifford from Connecticut; Chuck McKinnon from Alabama; Verne Storla from North Dakota; Jim Cross from San Diego; Byrne and Hazel Sands from Sun City, CA; Walt Schroeter from Oregon; Bill and Florence Horn, Ken Williams, John and Betty Wida from Los Angeles. Locally, the SFO Mafia: Harry and Ellen Orlady, John and Dorothy Campbell, Russ and Jean Cottle, Walt Warner, Ken and Marian Breitschopf, Hedy Sutherland, Sylvanus and Emily Devine. Joining the group were Walt and Mary Ramseur and Jim Newman. Jim is the author of "UNITED AIR LINES FLIGHT TRAINING HISTORY". Jim devoted Part 1 of his History to the development and operation of the Tracy Program. Those interested should write Jim for a copy - P.O. Box 306, Brighton, CO, 80601. Good reading. Walt and Mary Ramseur took time off from their busy schedule to shepherd the contingent through the Hiller Aviation Museum at San Carlos Airport. Mary is an elected member of the San Mateo County Board of Supervisors and was instrumental in the creation of the Museum. Walt is active with the Museum and arranged for a docent, Mr. North West. (I kid you not.) As might be expected from an air minded group, the Museum was a great hit. Russ and Jean Cottle hosted a Hospitality Room in their Hotel Suite on February 21, prior to Leo's BNO and again after the Museum Tour on the 22<sup>nd</sup>. Ken and Marian Breitschopf helped with the preliminary planning. Ken objected to my calling this "THE LAST HURRAH!" He threatens to arrange an affair next year at a Golf & Tennis Resort. Ellen Orlady and Emily Devine acted as "The Money Changers in the Temple" and collected \$520 at the door to the Breakfast Room. Much to the relief of my Credit Card (and my Scottish ancestry) the Hotel's Bill was \$520. *Scotty*

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### Caterpillar Club member or candidate? From: T D Brown

I've no idea who first bailed out of UAL, or one of its predecessor's planes, but old-timers remember "Jump-out" Jimmy Johnson. I recently talked with Bill Hoygaard, who reinforced my memory of Jimmy's experience.

In the open-cockpit airmail days Jimmy was flying the mail route (possibly across Nebraska) when the bi-plane's wings folded upward and came off. As the plane began it's dive "I thought to myself", Jimmy would tell, "Jimmy, you'd better get out of this, so I did.", taking a bag of mail with him as he went. He parachuted to the ground near a road, leading to the small town he'd spotted.

He made his way to the road and started walking to town with the mail-bag, for safekeeping. Along the road he encountered a "local", whom he deputized and left him with the mail, and his '45 pistol sidearm to guard it, and continued his walk to town to report the accident and safety of the mail. There he learned he'd deputized the town-drunk.

Jimmy's luck wasn't so good when he blocked his DC-7 at SFO (or was it LAX?) from HNL some years later. UA "Medical" met the flight and rushed to the cockpit to ask if he was "alright". Of course he was alright, why? EKG readings were outsourced and the report of his EKG, taken during his annual physical the day of his departure flight to HNL, showed he was having a heart attack at the time. Nonsense, asserted Jimmy, he felt fine. But further EKG's grounded him. UAL soon had a place for him as a DC-6/7 PC/PT simulator instructor.

The last I heard of him was in the early '70s, from our young neighbor, who's parents were friends of Jimmy's. He was in his eighties, healthy, really enjoying retirement and flying wherever he wanted to go on passes.

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## Listen UP!!!! Chapter IV

Maybe I haven't made it clear why it so annoys me when someone sends me a HANDWRITTEN letter with their email address included. Believe it or not, I have enough things to do without having to type up your letters for the RUPANEWS when you could have done so. If you have a computer and an email address you should be able to send me your letter via email, or at least send me a typed letter that I can scan. Send it to [clevesspring@attbi.com](mailto:clevesspring@attbi.com) Cleve (*The Grump*) Spring

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## RUPAWEB – THE ON-LINE PLACE FOR YOU!!

From: Bruce McLeod

Read to the last paragraph for info on that Bankruptcy Proof of Claim Form

Looking for a good “homepage” for your browser? Why not try our RUPAWEB? It will get you to the latest news of interest to Retired United Pilots. Unless you’ve been hiding under the bed, you know that “we” are in Chapter 11. Unless you are a clairvoyant, you know as much about the outcome as the rest of us -- and that’s ZIP! RUPAWEB will keep you up-to-date -- NO rumors -- NO opinions -- JUST THE FACTS!! (IF you believe everything you read in the newspapers!!) We provide with you links to all ALPA, AFA and IAM websites , UAL’s SkyNet - Reconstruction Site, many national and local newspaper sites, aviation news online sites, the business press sites, bankruptcy court filed documents, URPBPA and their organization’s officer email. By using us as a homepage, you are at the fastest link to those Chapter 11 facts. Our “Events” page will give you information on the gatherings we are asked to advertise, and our “Links” page aims you at a wide variety of sites concerned with health, recreation, aviation, US Government, and Computer Virus/ Hoax information. Finally, we have the “Widows” page –ably handled by Jackie Pancoast Abel, the Widows Co-ordinator. Still, your email can remain just one “Clink” away on the browser toolbar, always there!! OK, that’s the “plug”.

We have switched to “Yahoo” as our Web Hosting Internet Service Provider. What a change!! Easy to use, quick with the “Help!!” when needed, and more instantly available statistics than I ever thought possible!! Quickly, those numbers told me 59% of you are using 800X600 resolution monitors, so the site has been tailored make the presentation best for the majority. During our first 2 years we had just over 550 “hits”. In the following 2 ½ years there were an estimated 3100 hits. Since the switch to Yahoo on December 18, 2002, we have had 15543 hits on RUPAWEB home page, and 40152 individual page accesses. That’s just about 162 visitors each day –almost as many daily as in the entire first year. One more number – IF each of our email enabled members used the website, those figures would mean they are visiting only ONCE every 9 days. They must be buying (?) newspapers – that’s not a true “Captain image!!”

**Bankruptcy Proof of Claim Form** -- A direct quote from an email received this morning (3-24-03): “I have received questions concerning letters you received from a Portland address concerning bankruptcy. Our bankruptcy attorney’s have advised to just hold on to those forms for now.” That comes from the ALPA Council 12’s Chairman’s report to “his” pilots. Info on the “form” will be available on our site and the URPBPA site as soon as it is available.

Remember, that report, and others, past and present, are available on RUPAWEB!! *BruceM.* Webmaster

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## HMO INFORMATION

Many United employees are attracted to HMO’s because of attractive rates and/or coverage promises. And while these are compelling arguments, there are counter arguments which should be considered. When you elect an HMO, you will be covered by that HMO’s physicians almost exclusively. The only time you may go outside the network for care is with the express permission of the HMO. Permission is usually only given where the HMO clearly has limited or no expertise in the area of medicine you require. This occasionally provokes controversy when participants encounter serious illness and want medicine’s top physi-

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### About the Cover: “Tri-Motor” 5-AT-D

The “Queen of the Airways,” whose reign lasted until 1933 when newer and faster twin-engined equipment replaced her, the “tri-motor” instilled friendly confidence into passengers and pilots alike. She proudly flew “The Friendly Skies” from 1926 to 1933

#### Technical Data:

Type:	Passenger-mail, 14 passengers, 2 crew, 1,026 lbs., mail/baggage
Power Plant:	One 420 hp Wasp R1340C
Empty Weight:	8,320 lbs.
Gross Weight:	14,000 lbs
Max Speed:	150 mph
	Service Ceiling: 18,050 ft.
	Cruising Speed: 122 mph
	Range: 475-625 miles
	Price: About \$50,000

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cians and specialists involved. Your HMO may take the position that its physicians are "equivalent" and refuse to allow the out-of-network visit. You should understand this is part of the HMO decision you make each fall during Open Enrollment. Another consideration: It is not uncommon for an employee to select an HMO precisely because it includes a specific physician or facility that he/she wants. Subsequently, that provider drops out of the network mid-year, thus negating the employee's whole reason for signing up in the first place. When this occurs, the employee is stuck in that HMO until the earlier of the next open enrollment or the occasion of a qualifying change in election event. We particularly see this issue crop up with employees who select an HMO because it includes a particular OB-GYN or pediatrician. Thirdly, rates and Plan design features may be changed, sometimes significantly, from year to year. You may not perceive the magnitude of the changes until unexpected bills arrive the next year, too late to change your insurance elections. UAL MEC R&I Committee

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## UNITED PRESCRIPTION PLAN

From: "Council 34 Communications" jay@heppner.com

QUESTION: United's letter introducing Merck as our new prescription drug benefit administrator mentions the \$10 co pay for a 90 day supply through home delivery. Upon further investigation, there actually is a \$20 co pay for brand name vs. generic medication which the Flight Attendants don't have; theirs stays at \$10 for each. Please verify this and explain the difference.

ANSWER: The Company is administering the Prescription Drug Plan according to our contract. Contract 2000 established a price differential between generic and brand-name drugs for the mail order program. United pays \$5.1 million per month on prescription drug costs (above employee co-pays), so they were motivated to make this change. The committee is convinced that generic drugs are a reasonable choice in most circumstances. (see related article below) One of our advisers in this matter was United Captain Lary Freeman, a Council 57 R&I member and practicing pharmacist for 28 years. He discussed the generic drug question in the Jan 5, 2002 edition of the Weekly News. All employee groups at United except the Flight Attendants had this price differential in place by September 1, 2002. There is also a current exception for employees enrolled in the retiree medical supplemental plan.

Generic drugs vs. Brand Names Prescription drugs account for the fastest rise in consumer healthcare spending in America and United Airlines is directly impacted. With prescription drug costs rising in excess of 20% annually, United sought and won differential pricing for brand name vs. generic drugs in Contract 20000. In many cases you can control your prescription costs -- without affecting the quality of the medication you receive -- by electing generic equivalents.

Different names, same effectiveness Whenever a new drug is developed, it is assigned a brand name and a generic name. The brand name is trademarked and can only be used by the manufacturer that developed the drug. Some well-known brand names include Prilosecâ

(omeprazole, AstraZeneca) and ProzacÒ (fluoxetine hydrochloride, Eli Lilly and Company). Generic names, such as omeprazole and fluoxetine hydrochloride, describe the active ingredient of the product and can be used by other manufacturers. The active ingredient is the chemical that makes a drug work. Once the U.S. Food and Drug Administration (FDA) approves a new drug, the original manufacturer receives one or more patents that can last up to 17 years. These patents give the manufacturer exclusive rights to make the drug for a specific period of time. To prevent companies from having a never-ending monopoly on a patented drug, the federal government allows the manufacture and sale of generic drug equivalents after patents expire. This invites competition, which almost always results in lower prices.

Why pay more for the same drug? If you trust FDA-approved brand-name drugs, you can trust FDA-approved generic drugs as well. All prescription drugs—brand name and generics alike—must meet the same standards of quality, strength, and purity. In fact, all FDA-approved generic drugs and their brand-name equivalents contain identical active ingredients. The FDA assures that the same active ingredient is used and requires testing to determine if the generic drug can be expected to produce the same effect in the body as the original brand-name drug. In other words, the generic drug can be expected to have the same effect in the body as the brand-name drug. No generic drug can be sold in the U.S. until it passes the FDA's

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inspection and approval processes.

The generic drug may look different or taste different from the brand due to the inactive ingredients such as dyes, fillers, and binders. These inactive ingredients, which also require FDA approval, are used by generic and brand-name manufacturers to add color and to prevent pills from breaking.

You can feel confident using generic drugs instead of their brand-name equivalents, as long as your doctor agrees they are appropriate for you. The next time you visit your doctor or pharmacist, ask whether generic drugs might be a good alternative for you. You can learn more about the safety and effectiveness of generic drugs online at the FDA's Office of Generic Drugs' website at [www.fda.gov/cder/ogd](http://www.fda.gov/cder/ogd).

You also can obtain more information directly from Medco Health customer service at 800-864-1425.

Fraternally, UAL MEC R & I Committee Barry Wilson, Chairman Marty Torres Mike Ballard Visit the R&I WebPages on the UAL-MEC Website ([www.alpa.org](http://www.alpa.org)) for the current Library of Articles and back copies of the R&I Weekly News.

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### **UNITED'S ORBIS DC-8**

Old DC-8s never die—they just fade away...But one old Dizzy Eight is still visible, at a museum in China. This is the ORBIS DC-8, which United donated to Project Orbis in 1982. It rolled out of the Douglas factory as N8003U, the fourth DC-8 built, and was delivered to UAL in June, 1960. Converted to a flying eye hospital and supported, crewed and maintained largely by United people, the plane flew all over the world—saving the eyesight of more than 12,000 people by onboard surgery. Countless others have been helped through the training of local doctors and nurses who participated in the ORBIS programs which brought modern eye surgery techniques and equipment to all parts of the world.

The plane resides now in a place of honor at the China Air Museum, about an hour's drive north of Beijing. The museum, created recently at a decommissioned Chinese air force fighter base, has about 150 planes, mostly MIGs of various models, but also bombers and transports. Two of the bombers are B-29s—but not really B-29s; they are TU-4s, Russian knock-offs of the B-29. Chairman Mao Tse-tung's personal airplane—Chinese equivalent of Air Force One—is there and open for touring.

A huge atomic bomb-proof hangar dug into a mountain now houses a large collection of pre-WWII bi-planes. This is a very well-done museum—alas, time pressures did not allow me to inspect the whole collection.

Of course, the main purpose of the trip was to see the old -8. It is opened up for walk-through, with stairs at both front and rear doors, but the cockpit was locked. The operating room and audio-visual lab are pretty much as they were, although the surgical equipment has been removed (I assume it's being used aboard the DC-10 that Orbis now flies).

It is good to reflect, in this time of troubles for UAL, that this airline has been a positive force for good in the world, far more than just a place to work and draw a paycheck. It is something we can all be proud of, something that our company took the lead in supporting, in my opinion. I have no doubt that UAL will continue to do good things in the future. *Ed Cutler*

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### **Air New Zealand Interline Golf Tournament Oct. 19-22, 2003**

This is an Interline-golf Tournament that was started by a group of people from Air New Zealand some 26 years ago. The Tournament is called "Air New Zealand Rosebowl." It is for the employees and family members of Pacific Rim Carriers. Usually this tournament is held in Australia or New Zealand, and by Charter, must be held in New Zealand every 3<sup>rd</sup> year. However, this year we are hosting the Tournament in Sacramento. If you care to join us for four days of fun and a chance to meet some interesting folks from Down Under please contact us via e-mail or phone, listed below. We will send you the entry data and a complete schedule of events. Very quickly, we will be staying at the Embassy Suites Hotel in Old Town Sacramento. The package includes four nights' accommodations in luxury two room suites, four breakfasts, two rounds of golf with cart, one mystery trip with the entire group on Tuesday, three lunches, Hospitality Suite for four nights, and a Banquet on Wednesday which includes prizes for the various winners of the Golfing events. There are activities planned for the non-golfers on the golfing days which are Monday

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and Wednesday. The price tag for the Rosebowl is \$495.00 for golfers and \$445.00 for non-golfers (double occupancy). Space is limited. We will fill the vacancies on a first come, first served basis. Deposit of \$100.00 per person must be received by May 31<sup>st</sup>, balance by July 31<sup>st</sup>. Come make some friends that are separated by a common language.

Some of the Retired UAL people that are helping host the Tournament are: C. Spring, T. Martin, J.

McBride, J. Clark, C Schwob, J. Delgado, E. Pogue, J Paulsen, C. Stamschror.

E-mail for this event [USArosebowl@aol.com](mailto:USArosebowl@aol.com)

Phone 650-948-2309 (Charlie Stamschror) or Phone 650-851-3189 (J.R. Paulsen)

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## **Drug Industry Finances Nonprofit Groups That Claim to Speak for Older Americans**

By Bill Hogan February 2003

Records obtained by the Bulletin show that the pharmaceutical industry has been a formidable financial force behind United Seniors Association, the Seniors Coalition and 60 Plus Association.

In 2001, for example, United Seniors took in a total of more than \$3.1 million from PhRMA and CBM, amounting to more than 36 percent of its revenue for the year. In 2000 the Seniors Coalition got nearly \$2.1 million from PhRMA and nearly \$170,000 from CBM, amounting to more than 17 percent of its revenue.

In its 2001 fiscal year, 60 Plus got a total of \$275,000 from PhRMA, CBM and three drug companies (Merck, Pfizer and Wyeth-Ayerst) plus another \$300,000 from Hanwha International Corp., the U.S. subsidiary of a Korean conglomerate with chemical and pharmaceutical interests—amounts that made up about 29 percent of its revenue.

"We're not a front for anybody," James L. Martin, the chairman of 60 Plus, told the Bulletin. "I get money from lots of sources. I've received money from the pharmaceuticals—I wish it was more."

Records obtained by the Bulletin show that the pharmaceutical industry has been a formidable financial force behind United Seniors Association, the Seniors Coalition and 60 Plus Association. TROJAN

HORSES? All three organizations are rooted in the ultraconservative political movement and have frequently veered sharply from issues related to aging and older Americans.

Charles Jarvis, the chairman, president and CEO of United Seniors, is a former executive vice president of Focus on the Family, the Colorado-based organization run by conservative activist James Dobson.

In taking the helm of United Seniors, Jarvis succeeded Sandra L. Butler, a former Viguerie executive who remained on as the organization's highest-paid director in 2000.

United Seniors announced in November 2001 that it was backing a plan "to allow more production of domestic energy in Alaska's Arctic National Wildlife Refuge." Its news release did not mention the organization's receipt of more than \$181,000 from Anchorage-based Arctic Power, which has promoted drilling in the refuge.

Jarvis did not respond to the Bulletin's request for an interview.

The Seniors Coalition was formed in 1990 by Viguerie and Dan C. Alexander, a Mobile, Ala., school board official who had been convicted of extorting kickbacks on school construction projects and later served four years of a 12-year prison term. For some of the time Alexander was in prison, he and his wife drew \$23,000 a month in "consulting" fees from the Seniors Coalition while their teenage daughter served as its president. In a news release issued in November 2002, the Seniors Coalition claimed "four million members," but the federal tax return it filed for 2000 identified PhRMA as its biggest donor and listed no revenue from "membership dues and assessments."

John Powell, the organization's chief operating officer, declined to be interviewed by the Bulletin.

Martin of 60 Plus worked for Viguerie for four years, and it has been reported that the group's contract with Viguerie's firm allows it to use 60 Plus's contributor list "in any manner, for any purpose, for its own account," at least until 2003.

The relationship goes back a long way. In 1994, for example, Viguerie helped 60 Plus raise \$1.3 million, but the organization was left with less than \$93,000 after paying fees and expenses (including postage) to Viguerie's operation.

The organization said in a 2001 news release that it is "supported by contributions from individual mem-

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bers—not corporations," though financial records obtained by the Bulletin show sizable corporate contributions—and no dues-paying members.

Like its counterparts, 60 Plus often takes positions on issues that have few if any direct connections to older Americans. Last year, for example, Martin endorsed the controversial Yucca Mountain site in Nevada "as an appropriate and safe site for storing used nuclear fuel."

**THE SAME OLD SNAKE OIL?** In the mid-1990s, then-Sen. David Pryor, D-Ark., chairman of the Special Committee on Aging, blasted the Viguerie-connected nonprofit organizations as "fright factories," advising those who received their fundraising solicitations "to keep their wallets closed unless they know exactly who is behind them."

Indeed, the solicitations have often been laced with "histrionic and demonstrably false assertions," as a study team at the University of Pennsylvania once put it. "The politicians in Washington have 'stolen' the Social Security Trust Fund," blared one fundraising letter from United Seniors. "That's right. Every penny is gone!"

The organizations also ran into trouble by using envelopes with official looking symbols and language that seemed designed to make recipients believe they were urgent government documents.

Now, nearly 10 years later, some of the same issues have resurfaced with respect to the fundraising solicitations of United Seniors. The Social Security Administration recently secured a cease and desist order against the organization for mailings the government alleges are designed to "mislead the public into believing the mail is officially sent or approved by the Social Security Administration." United Seniors has appealed the order.

Bill Hogan is a contributing writer in Washington, D.C.

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### **PASS RIDING ON SOUTHWEST MADE EASY**

Southwest has recently change requirements for standby passes: no longer is a letter of employment needed for United retirees; just walk up to the ticket counter with your UAL retiree card, plunk down \$30, (25 plus 5 for security fee), cash or check, no credit cards. Ticket is good one way, between any cities they serve, including airplane changes, and is fully refundable. I picked up a couple last month, couldn't have been easier.

Two observations:

- 1) They may be low cost, but every ticket or check-in counter has a rack full of System Schedules
  - 2) When talking to a gate agent I commented on how genuinely pleasant and friendly everyone was at Southwest: she flashed me a warm smile and said "that's why we're making money and you're going bankrupt" 'nuff said... Dick Ionata
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### **RADIATION PROCTITUS**

I have some information that some of our fellow RUPARIANS might benefit from. I have prostate cancer, and while it is in remission, I have a side effect of the radiation. It is called radiation proctitus which is caused by the external radiation and creates a very fragile area in the lower colon, right near the prostate gland. This fragile area can bleed periodically - not always - but with excess gas, too firm stools etc.

The problem that I ran into was, during a colonoscopy, the Dr. that did the exam thought he should cauterize the area that was known to be the cause of the infrequent bleeding. BIG MISTAKE. Not only on his part to treat a minor bleeder, but also on my part for not specifically directing him not to touch that area!!! As a consequence of his action 3 months ago I am still bleeding (he didn't stop that), and have been on pain medication (darvoset) ever since. My radiation oncologist in Seattle and I are working on a regimen of high doses of vitamin E and C plus suppositories. They seem to be helping by healing the area and slowing the bleeding but the pain still lingers.

The positive in all this is my PSA after 5 ½ years is 0.1. I still advocate the seed implant and external radiation, knowing that one of the side effects can be radiation proctitus.

I hope this helps others that have the urge to have a colonoscopy and may have radiation proctitus to instruct the examining Doctor to leave that area alone. Fraternally, *Jim Boyer*

# LETTERS

**JOSEPH E. ARMSTEAD**—1153 Lincoln Dr, Mtn. View, CA 94040

Well, this is probably novel, my paying the dues a month early. Is there some correlation or coincidence with my birthday that prompts this strange act?

Things are quite well here. Sandwiched in between the fishing trips are an occasional foray to the links where my goal is to finally break 85, Frankie is still putting in the effort on the ski slopes. She has taken two Masters seminars this early season. I think you know who the boss is in this marriage. She was looking over my shoulder to insure that I included that tidbit.

Well guys, the next six months are going to be quite interesting at UAL and the rest of the industry. I know that each of us were fortunate to have shared a portion of the "good old days". Let's keep our fingers crossed and eyes upward and hopefully, those close associates of ours who are still on the line will realize a portion of what we had. *Joe*

**EUGENE H. ARMSTRONG, JR**—PO Box 128, Vaughn, WA 98394 [modlaluvr@aol.com](mailto:modlaluvr@aol.com)

Here it is just 2 days before expiring and as you always hear, "the checks in the mail."

Not much new around this area. Stayed close to home this year with no long trips. Since retiring, it seems just one long vacation with no urge to travel. Still trying to figure how to play golf and make it look as easy as the PGA boys do. If I ever do, I'm keeping it to myself.

Sure is a sad sight to watch the demise of UAL. Where DO WE get such managers and executives? (I suspect from the bottom of the barrel) I am starting to believe that the first course at our business schools is, "Line your own pocket first and foremost, 101." Enuf.

Thanks to you and all the volunteers who spend hours on our behalf and in getting out the newsletter. *Gene*

**DICK BELLACK**—353 San Antonio Ave, San Diego, CA 92106 [RBellack@hotmail.com](mailto:RBellack@hotmail.com)

Dear Cleve, A little late this year with everything going on in the world as well as at United. As we

are about to go to war I thought I had better get this off before I put it off once again.

We are still spending the winter months in Ixtapa, Mexico and the summer between San Diego, Reno and Poole in England (Gloria's family and our son live there). We drove back from Mexico and took 5 weeks visiting places in Mexico and then up to San Antonio, New Orleans, and up to Wisconsin for a class reunion and across the Black Hills, Yellowstone, Sun Valley, Reno and back down to San Diego. That and a couple of trips to England seemed to fill out the year.

Started flying a newer Saratoga to see how much I've slowed down. Nice airplane with all the bells and whistles.

Decided with all the questions about pensions, etc. that I had better make a couple of bucks so I'm looking for some apartments to buy in Tucson. This should take care of our spare time for this year. War is supposed to start tonight so will sign off with the hope that it is quick and the world will be a better place tomorrow. *Dick*

**DOUGLAS M. BIELANSKI**—1832 Calle Salto, Thousand Oaks, CA 91360

Dear Cleve, Enclosed is a check for the Annual Postage Fee plus some extra, while I have it, to use as you may see fit.

It has been exactly one year since I retired and as everyone can attest to, life becomes so full of things to do. After my retirement flight to Sydney, my wife, Elda, threw me a "real" surprise birthday and retirement party at the Santa Monica Museum of Flying. Had many friends from my Navy days and of course United.

In April, we went to Australia with my granddaughter and her parents. Had a marvelous time seeing the Sydney, Canberra and Melbourne areas, fantastic and friendly Ausies everywhere. The only thing we didn't see were live kangaroos in the wild. Had to go to the zoo to see them.

January had me throwing a surprise birthday party for Elda at the Bellagio in Las Vegas. After the party she gave for me, I had to do something special.

Most of my time now seems to be occupied with all the projects that I have stored over the years in the garage. Hope to finish up with them sometime this year.

Best to all and hope and pray that United will re-

main. Sincerely, *Doug*

**JOHN C. BLACK**—1510 Ariana #75, Lakeland, FL 33803

Dear Cleve, Time again to renew. You would think after 3 years I could get used to doing this on time but like many of us the time just goes too fast. Like the others my prayer is for survival of United since we depend on her for our life style. Hope this next year brings good news for us all. I still play with the cars and my Cessna living in Florida for 7 months and in Virginia the rest of the time. Lots to do with more time to do them.

Thanks to all who make this paper possible. *JC*

**JOHN E. BOOM**—2700 Crabapple Rd, Golden, CO 80401

Hi Cleve, Its been one year since my last flight on United and the time has gone by fast. My dues check was sent by postal mail. Janet and I have kept busy visiting grandchildren and others. Last fall we vacationed in a large house on the Outer Banks of N.C. We brought our grandson and met our daughter's family with two granddaughters for a week of play on the beach and in the waves.

I volunteer my time about two days/week at my son's aircraft maintenance business at the Jefferson Co Airport northwest of Denver. By towing and taxiing light planes and doing some basic maintenance it saves him time for the more serious stuff. I regularly see several active and retired UA pilots up there and have done a small amount of light plane flying.

Janet continues to substitute at the local library. A trip to Hawaii is coming soon to celebrate our 40<sup>th</sup> anniversary. Thanks for your work on the top notch RUPA newsletter. It's great to hear how everybody is doing. Best regards, *John*

**BUD BOYD**—4400 Dolphin Ln, Alexandria, VA 22309

Dear RUPA members, I would like to offer my thanks for the cards and phone calls I have received, after my recent surgery. They are much appreciated. *Bud*

**RALPH R. BRIGGS**—12421 Richmond Ct, Conifer, CO 80433, DCA-DEN '65-'95 [CabinEagle@aol.com](mailto:CabinEagle@aol.com)

Dear Jock - Alive and well in my eighth year of retirement, and Just wanted to say hello to my

friends out there.

Planning a couple of trips this year - rafting the Grand Canyon and a tour of China including the Three Gorges. United has been good to me with the passes and would hate to lose them!

My sincere thanks to the volunteers who get out the *RUPANEWS*, it is always priority reading when I get it in the mail.

Thanks again and God bless, *Ralph*

**ALBERT CAVALLARO, JR**—4240 SE 20<sup>th</sup> Pl. #310, Cape Coral, FL 33904 [Cavallaro747@aol.com](mailto:Cavallaro747@aol.com)

Hi Cleve, Enclosed are my dues, please excuse my tardiness. Next year you will receive them on time. We really look forward to receiving the *RUPANEWS*. The letters are a great read and the information is invaluable especially with the UAL debacle.

All is well in sunny Florida. We have a great with other retired pilots in the area. We all cry in our beer together. I had 34 great years with UAL so it is hard to believe what is happening. Who would ever have "THUNK IT"????

We send a sincere thank you for all the time you

**MR. BOFFO** *Joe Martin*



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guys put in the paper. It is greatly appreciated **All**  
**CHARLIE CLEAVER**—541 Gabilan St., Los Altos, CA 94022

My seniority date is 12-1-44. A young green behind the ears 22 year old with 1000 hours single engine as a flight instructor for the US Army Air Corps. The Temple Court building in down town Denver on the 5<sup>th</sup> floor with an elevator operator by the name of Ruby. She made eyes at all of these new trainees. Getting in that DC3 for flight training was really something. Looking out the side window the engine was behind us. That was quite a revelation. Managed to get out of flight training in the spring of '45 based in PDX for about two years and then moved to Seattle. Cheyenne was still our change-over point. We could make it all the way back to Seattle in less than 8 hours. Couldn't do that in the DC3 so that is why Portland was the main base then.

A lot of water has flowed underneath the bridge since those days. Last month, turned 81 years old. Getting up there in the senior category. My wife Jean and I have been living here in Los Altos since 1978. Real good climate. For now my peach trees are in blossom and the bees are getting them pollinated.

This past year we made our trip to Phoenix Arizona for Spring Baseball training, my son Greg is an avid follower of the Seattle Mariners. We spend about a week down there and will be doing that again soon in the middle of March.

In the summer time we travel North to Seattle country to visit with our five children and relatives. A day on Hoods Canal eating fresh oysters on the half shell. Just can't find good oysters here around Los Altos. We usually fly on Alaska Airlines departing from San Jose. It is a lot more convenient than flying SA out of San Francisco.

Our health is holding up very well and it looks like my retirement check will not be interrupted by a bankruptcy. Life is good and we have been able to help our children out quite a bit too. My niece, Jan Van Fredenberg, has almost 37 years with UAL as a stewardess and most of her flying is to Tokyo. My daughter, Alicia, with 17 years is flying out of Seattle on all domestic flights. All is well and I hope United survives.

Was able to get to Boys Night Out last month. 122 old people showed up. Had a good time. United is in the CRAF operation with 747s being paid \$.18

per seat mile to Kuwait so they should be making some money there. Let's hope they get the same when they bring the boys back.

Check enclosed to Cleve, which will take care of this year 2003. Keep the *RUPANEWS* coming.

*Charlie*

**ROBERT G. CUMMING**—867 8<sup>th</sup> St. NW, Hickory, NC 28601

This is to let all my friends – both of them – that Kay and I are now ensconced in an old peoples home, Kingston Retirement Home, in Hickory, NC. Neither of us is in very good health. Our son moved us here to take care of us. I have a car so we get out some. *Bob*

**HELENE DENTON**—2605 Via Olivera, Palos Verdes Estates, CA 90274

Dear Rupa, Well it looks like the CEO'S of the UAL have killed the goose that laid the Golden Egg for many Airline employees through very poor management. Poor Mr. Patterson would he appalled at what has happened to his United Airlines, and I might add so would my husband William J.

Denton. It seems there must be a great effort to put United on top and that is the Number One Job.

I went to a Clipped Wings Christmas party in Manhattan Beach, and was asked to put on an old uniform and be interviewed for a TV program. Well I fit into the uniform and told some tales. One I would Like some retired pilot to help me out with. Who was it that flew me and the passengers from Chicago to DCA one late afternoon after a rain-storm filled the field and loading area with so much water that the agents had to pick me up in the hangar, and go down to the terminal. Finally decided that they had to load the passengers in the crew car. When I finally went up to the cockpit with the manifest, there were two pairs of pants hanging up, two pairs of shoes tipped up, and two pairs of socks hanging on the DC3 heater. When I asked if it was OK for me to come up, the answer was sure. They both were sitting there with a blanket wrapped around the lower body, and barefooted flying the plane. They had waited for the crew car; and when it didn't come, they walked down. I didn't give your names because I couldn't remember them.

The story was told, and now passengers know how dedicated the pilots of United Airlines were then to fly those trips on time. I never told the passengers

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about it until I was interviewed for this TV show and for the Clipped Wings. If you are still around would love to hear from you.

I was asked one time by an admiral's wife if the pilots were gentlemen on this plane, and I answered her that all pilots were officers and gentlemen.

*Helene*

**PETER W. DULKEN**—PO Box 2948, Evergreen CO

Hello Jock et al. Another birthday coming up, and as long as I'm healthy I want to keep them coming. Where does the time go? Took my Harley to SEA, LAX and return, 4,500 miles in three weeks - super trip. Regards to all. *Peter*

**RICHARD EDWARDS**—3528 S. River Ter, Edgewater MD

It is now more than 42 years since my retirement from Capital Airlines after flying 21 years for them, including 4 years in the Navy during WW2. There are still mornings when I awake with the urge to get in uniform and rush to Reagan National to take out a flight.

I have seen many successful companies at one time come and go, to name a few: Eastern, TWA, Pan Am, Capital, Mohawk Northeast Piedmont and more. Now United is on the verge. Through all these years, I have received a United pension and have belonged to the Washington, D.C. - Andy O'Donnell chapter of RUPA. I have attended meetings frequently and read *RUPANEWS* from cover to cover with much appreciation for those who compile the news, have it printed, addressed and mailed. A great job, which, I am sure, is well appreciated.

But in all the letters there is little to suggest what the airline should do to become solvent again - only hopes for a turnaround and how some individuals are preparing for the worst. Almost all tell of wonderful trips around the world, mainly on free passes, Alaska, Hawaii, Antarctica, Europe, Caribbean, you name it and some retired United pilot and family has "been there, done that". And some less fortunate are afflicted by one or more debilitating illness and wonder what can happen to his or her pension income.

Here is how I think United should be run to get back on its feet - probably a five-year plan. I speculate since I have no precise figures to go by. No

person from the CEO on down should receive an annual salary to exceed \$150,000, including top pilots and any others who are in that pay bracket. Below that figure, all personnel will continue to receive current salaries. Anyone should be able to live on that top figure. No person shall receive any kind of bonus, cash or stocks for the five-year period at least. The business of United is transporting passengers and freight as fast and direct as possible cheerfully, and on time. There should be one definite rate for all passengers, not figured on high and slack travel seasons and not figured on fore and aft seating in the planes. We should take as a successful operation the example set by Southwest Airlines where good utilization and rapid turn-around of their planes is the norm.

All "frills" will be eliminated: No elaborate VIP Lounges at airports, no citywide stores for ticket sales and no more free passes for airline employees and families (I won't gain any friends on this). Instead, we shall have half-fare passes for all employees and members of their immediate families. The only "free passes" will be issued for travel on actual airline business. VIP service will be eliminated, but cheerful service will be extended to all, equally. Adequate snacks will be passed out on flights of two hours or less, and longer flights will have more than adequate meal service. Special dietary meals will be available if ordered beforehand at the time of ticket purchase. Larger soft drinks will be served on all flights, but no hard liquor, to eliminate any possibility of problems with passengers. All leased wire and phone lines will be reduced to those only necessary for safe operation of the schedules. Ticketing will be done only at ticket counters in airports, by direct phone service or through travel agents on commission. Prompt telephone service must also be available for trained operators to answer complaints.

Now for the big change! Management will have to accept a different philosophy. Rather than reducing schedules to effect savings they will have to do just the opposite. All the previous Airlines that fell by the wayside had cut schedules to effect savings. United must expand and go after more business by having expanded routes and schedules. Hard-earned routes must be put back in service, and laid-off personnel returned to work. The planes do no good sitting idle. Everyone in the vast organization must act as a salesman, touting the benefits of using

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United. We need a rejuvenated spirit of promoting the “Friendly skies” by all who work for the company.

And here's the final blow! All persons actively working for the company and receiving a salary of \$75,000 a year or more shall be given his or her pay in two parts. The first half shall be good old cash, and the second paid in scrip with the promise to pay after five years or so, when the company is solvent gain. [Dick that has already been tried – it was called an ESOP and didn't work too well Ed.] This means that all the unions involved in contracts with the company shall abide by this arrangement without dissent.

There, I've shot my wad! It calls for every person working for United to face the public in a cheerful manner while making temporary sacrifices. But doesn't that beat what will happen in the event of a complete shut down? Perhaps some of you younger retirees will approve and take it further, but approaching 94, I doubt I can do much more. At any rate, Pat Patterson, we haven't given up on your airline yet. **Dick Edwards**

*Well, Dick, no one can accuse you of not thinking outside the box. May you have many more years to do so. Ed.*

**DENNY FENDELANDER**—928 Paseo Santa Cruz, CA 91320 [dfend4@yahoo.com](mailto:dfend4@yahoo.com)

Thanks for such a great newsletter. I enjoy reading what everyone is up to. Went on a European river cruise last summer and met Jim Wilson who I used to fly S/O for in the 70's (when I wasn't on furlough). Jim had flown missions during WWII over some of the German cities we toured. Also met Dan Baker on the same cruise, we had a great time. It seems that UAL could become just a memory. After giving up 25% for 6 years in return for worthless stock I don't see how labor can be blamed but that's all we hear from the media. Losing 75% of the pension for recent retirees seems like a real possibility if the PBGC takes over.

I really miss the flying, the pilots and the airplanes. The rest of it was like riding through constant chop with periods of moderate to severe. **Denny**

**DENNY & ROSA FITCH**—37W523 Greybarn Rd, St. Charles, IL 60175 [papa340@aol.com](mailto:papa340@aol.com)  
Dear Cleve, I finished up my 34 year career Dec. 17, 2002 on Flight 945, FRA-ORD. What a day that was! Started the day in ERA terminal with a

bomb scare that kept us in operations for 45 minutes. When we finally get on the airplane, we are told that we must get into the air because the airport fire department would be on strike from 0900 until noon. In Europe, it seems, the unions like to strike for half-days at a time. Seemed to work, Lufthansa cancelled everything for the AM. We did the 9R approach and over the OM ORD tower said, “Capt. Fitch, it is my privilege and honor to say to you for the last time, you are cleared to land 9R, ORD”. My eyes immediately had visibility restrictions in BR (mist).

It has been a wonderful career, mostly due to my association with wonderful people at UAL. But my experience on 232 in SUX taught me many lessons. One is that each of our lives is like a book with chapter tabs. Each tab represents milestones... birth, school, marriage, UAL, etc. Personally, if I do not leave the UAL chapter, I will miss the rest of the book and I believe there is some very interesting life adventures within.

Rosa and I are in the Chicago western burbs and are going to stay here. We'll use it as our “hub” and spoke out to travel. Love to hear from our friends. Thanks to all involved in producing the *RUPANEWS*, I read it cover to cover.

All the best! **Denny**

**AL FRENCH**—1739 SE 39<sup>th</sup> Terrace, Cape Coral, FL 33904, [alkayfrench@aol.com](mailto:alkayfrench@aol.com)

Hi Jock, It's that time again. I'm still playing with the college jazz band and orchestra and a local symphony plus a dance gig now and then. Just trying to keep my brain from atrophy.

Although Kay has eye problems as a result of several surgeries we otherwise are enjoying good health.

Many thanks to all involved for the RUPANEWS.

**All**

**JAMES W. GLENDENNING**—167 Vista Del Mar St, Camano Island, WA 98282

Dear Cleve, Enclosed are my dues for 2003. (70 years old!) I had emergency surgery for a burst appendix on 2/16, and Still not feeling too peppy. I'll probably finesse the annual blurb for the newsletter. I know Jock will be devastated, but I'll write twice as much next year. (HA!)

At times like these we need to stick together and the newsletter helps us do that. So, give my thanks

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to all the folders and stuffers. All the best, *Jim*  
**LAWRENCE GRUBE**—12209 Clifton Spring Dr,  
Clifton, VA 20124 [olflier@cs.com](mailto:olflier@cs.com)

Dear Cleve, A very warm springtime greeting from the "Snow belt of North VA"! What a winter! The past twelve months have certainly been unpredictable to say the least. I wish to echo my thanks to you, Jock and all the officers and committee chairs who have done so much to make RUPA the great organization it is.

As this check goes out we are on the eve of war. Our thoughts and prayers go out to all our men and women in the armed services. My wish for all of us--may 2003 turn out to be better than the pessimists are predicting and the optimists are hoping for. Best regards, *Larry*

**MIKE HEPPERLEN**—6823 W. hillside Rd,  
Crystal Lake, IL 60012 [Hepcrystal@cs.com](mailto:Hepcrystal@cs.com)  
Peggy and I have had a good year. I did have a hernia repaired at Shouldice Hospital in Toronto, Ontario, Canada. I would highly recommend it to anyone who has a hernia, since there is very little pain with their procedure and Blue Cross Blue Shield will pick up 80% of the cost. Out of pocket expenses run about \$400. Many US citizens travel there to have their hernias fixed after getting a bad result in our country. If any of you are interested in more information, e-mail me at [hepcrystal@cs.com](mailto:hepcrystal@cs.com), or check their web site.

I continue to build my RV-8 and do odd jobs at the airport where my RV-4 is hangared, while Peggy is busy stitching quilts. *Mike*

**A. R. SATCH HOGHLAND**—6748 S. Jackson Ct, Littleton, CO 80122 [jocksavage@attbi.com](mailto:jocksavage@attbi.com)  
Hello Jock and any other interested parties, tomorrow is my birthday so better get this on its way. I'll get right to my outrage, the downright criminal treatment that our once great airline has gone through this past two years.

First the board of directors hire an oil company executive who doesn't know which end the hay comes out of an airplane, and he turns around and puts the same group of vacuum heads who ran the company from a hundred dollars a share to ninety cents, and bankruptcy, back into the same positions they had and to add insult to injury, gives them a retention bonus! They should have paid the bonus, who else would hire them?

Char and I are all right, other than the normal aches and pains a couple of our age should have. We used to drive the grandchildren around, now they drive us!

Best all and thanks for the *RUPANEWS*, it's great.  
*Satch*

**R. C. SKIP IRWIN**—4346 Edinbridge Cir, Sarasota, FL 34235 [captainrci@hotmail.com](mailto:captainrci@hotmail.com)

Hey Cleve: Two years out and busier than ever. Refuse to worry about United since I can't do anything about it.

Health is still pretty good, even with angioplasty last June, but it didn't slow me down a bit. Doing voluntary tax work with AARP during the tax season. Planning and designing a new home for Buckeye Lake, Ohio and Sarasota, Florida.

We have only ridden United once in two years since retirement, security hassles are more than I will put up with.

I really enjoy reading letters in the *RUPANEWS* from pilots I knew on the line.

Have a great 2003, *Skip*

**MARV JEFFERS**—1329 Camino Cristobal,  
Thousand Oaks, CA 91360 55'-89'  
[esnjeff2@aol.com](mailto:esnjeff2@aol.com)

Dear Jock, Just a short note to let everyone know we are still "live and well". My note last year seems to have "fallen thru the cracks".

Anyway, the last year has been calm compared to the year before, when we celebrated our 50<sup>th</sup> with several family reunions plus cruises and trips.

Like everyone we are in "shock" over what is happening with UAL. It seems like a "bad dream" coming true. Maybe we should "hire a psychic" to ask "PAT" what to do at United? Anyway enough for now and "thanks" to all the stuffers and people" who make this possible. Check to Cleve. *Marv*

**JULIUS LEPKOWSKY**—10 Nina Dr, Novato, CA 94947

Dear Cleve, Yesterday I took a little nostalgia trip through my log book and found my first line trip with "United Airlines." It was on December 21, 1966. I plumbed a DC-6 from ORD to MLI to ORD – 3:55 day and 2:26 night. What a way to start out in the airline business! *Jules*

**FRED & PATRICIA KEISTER**—468 Kaiawahine St, Kehei, Maui, and Ft. Loudon PA Another beau-

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tiful winter spent here on Maui. This certainly was not the winter to stay in PA.

With the sad situation of United, I am more convinced the downfall was done deliberately more than due to stupidity. Hopefully, this coming year will bring a brighter outlook on the world situation and United Airlines. *Fred*

**GEORGE & PAT KROSSE**—2208 Alta Vista Dr, Newport Beach, CA 92660

Hi Jock and Cleve, On final for 80 next month so it's time to get the e-mail going again.

First things first. My old e-mail address was generating an 80% spam in the inbox, solved that by a new id, [gkrosse@pacbell.net](mailto:gkrosse@pacbell.net).

I think it started when I let the retup invade my e-mail and yahoo changed the stuff I wanted to see in my inbox. Some how all preferences were changed from NO to Yes. Ray Shapp straightened that problem out for me.

Health for Pat and I is adequate for our ages, still breathing.

Managed to get three cruises in since my last. Valparaiso to San Diego Past all the deserts of Chile and Peru. A 26 day Honolulu to Midway Island, Majuro, cruised Iron Bottom Sound for 6 hours, Guam, Saipan, 3 turns around Iwo Jima starting before dawn and seeing Suribachi in all it's glory, Naha, Hiroshima for the grand tour, and finally Osaka. Spent three days in Osaka trying to ride United NR before using a 95% on Air Canada to get to Vancouver. Great cruise. Finally another Panama Canal passage from Encenada to New Orleans for some of the parades and a visit to Steven Ambrose's D-Day Museum. A must see. Bernie and Rachel Sterner met Pat and me for the New Orleans Holiday.

I have a better feeling about the security check at the airport now with the professional people doing the checking. Watch, change, keys, pencil, and belt in the container for the machine. Then walk thru with no alarm, claim my stuff put on my belt and proceed to the gate. Certainly beats the being wanded at every inspection

Thanks to all who put the *RUPANEWS* together.

*George & Pat*

**DON KRUEGER**—3701 Sea Cliff St, Santa Ana, CA 92704 [donkrueger@juno.com](mailto:donkrueger@juno.com)

In the February issue, Clay Golden paid a refresh-

ing tribute to Pat Patterson. He wrote with an admiration for the man that is shared by most of us who remember him.

When I was hired in 1954 United's routes were the envy of the industry. United not only served major cities on both coasts but had continuing service to Hawaii. Flying through the heartland of America United named their aircraft "Mainliners", a fitting name indeed. The piece Clay wrote about Patterson brought back fond memories. So what happened to this benchmark of air travel? As line pilots we were intent to find the cause of aircraft accidents and subsequent investigations always revealed that a number of factors contributed to each occurrence. The same rationale can be used to analyze the demise of United. Here are my thoughts and an objective look removes any surprise. After Patterson retired we watched with dismay for 2 decades as the hotel people, namely Dick Ferris, took the company from a sound financial base to company heavily mortgaged. The airline kept growing but most pilots were uncomfortable with Ferris and crew. It would be nice to blame Ferris for everything but there are two other events that I think were more instrumental in the undoing of United. These were deregulation and e-commerce. Deregulation came when the CAB ceased to exist in 1978. Routes were no longer the domain of established carriers and everybody began flying everywhere. In a short while fares no longer made sense. Travel agents, however, earned a 15 percent commission and they knew the best service. They also knew their customers and were in a position to market the good stuff. This was the biggest advantage the majors had but then came e-commerce. With more business being conducted by networked computers and telephones, the profitable business travel market was shrinking. Looking for ways to cut costs the airlines were convinced they could sell their services on line and in the vast customer base of the Internet. They cut all commissions to travel agents and in effect put them out of business. Airlines established websites to sell their services but so did the new dot com companies. Websites became auction houses selling tickets at prices so low that on United, even full airplanes, could barely show a profit. The majors could not compete with the low cost and pay scales of newer start up carriers. With sanity all but gone in ticket pricing, e-commerce was consuming the biggest and the best

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and the brightest minds in the business couldn't do a thing to stop it. 9/11 was a huge tragedy but would have only been a setback for the United of W.A. Patterson. It was overwhelming for the United of today. ***Don***

**DONALD F. LAKE**—4812 Harbor View Pl, Anacortes, WA 98221 [jstrml@ao.com](mailto:jstrml@ao.com)

Dear Cleve: Year five of retirement. Must be settling in as I am a few days late this year.

It has been a busy year. Finished the T-hanger at Skagit Regional (BVS). Bev and I have become the proud owners of a C-185. Between annuals, new engine, boating, travel and five grandkids, life has been full.

Check enclosed for annual dues and coffee. Thanks to all for the effort and work put into a great publication. Best Regards, ***Don & Bev***

**CHESTER LINCOLN**—4801 Hickory Shores Blvd, Gulf Breeze FL 32561

Jock: It has been a bad year for the Lincoln family, as my wife had a heart bypass in April and then an embolism in her lung. Thankfully, she is o.k. now. I had my left hip replaced in July, and it works fine now. The right hip which I had done three years ago still gives me trouble. Now they tell me that I have to have back surgery for stenosis of the spine. As for travel, we took a cruise on the Mississippi Queen in December, then drove to Memphis to spend Christmas with our son and his family.

I said it had been a bad year, but I can still get out of bed in the morning, and that is a plus. I work two days a week as a volunteer at the Naval Air Museum doing restoration. It keeps me off the street and out of the bars, and I get to work with other people interested in aviation.

I haven't used a United pass in years, and only use airlines in an emergency. I don't enjoy being packed in like a sardine; my car is much more comfortable.

Thanks to all you folks who put out *RUPANEWS* you do a fantastic job. Sincerely, ***Chet***

**DONALD F. MASTRUD**—9203 Spring Hollow Dr, Austin, TX 78750

Hi, everybody m-a-hangin' just fine down here in the Lone Star State. Just want you to know that I have finally figured out the proper definition of "Old Age" --- Ready?? Okay, write this down! As

time advances it takes longer for your ol' bod to register distress from such as physical over-exertion, for instance, right? So when your memory gets short enough to the point that you can't recall just what it was you did a few days ago that's causing the pain you are feeling today, that's officially Old Age!!

Now, personally, I choose to accept that fact as permission to go ahead and do whatever feels good at the time I'm doing it, and then let the Devil take the hindmost. Might as well, right?

Seriously, these are very distressful times and I hope y'all are coping successfully and will continue to do so. The pilots present and past for the free-world's greatest airline certainly deserve better than what's happening now --- Good luck to all of you.

***Don***

**GARY E. MC GAUGHEY**—3851 S. Quebec St, Denver, CO 80237 [gmcgaugh@aol.com](mailto:gmcgaugh@aol.com)

Dear Jock, Thank you for the time that you give to all us retirees, I enjoy reading the *RUPANEWS*. Greetings to all, After reading the newsletters for the past year, I realize there is nothing new and creative I can say. But like all of you, I can't believe that thirty five and a half years of flying have gone by and now one year of retirement. Again like you, the flying was great, but most of all, the people at United Air Lines are the best, I miss you guys and gals.

My wife, Karie, and I stepped off the airplane in Denver on March 7, 2002. It was my last flight. Many thanks to my dear friends and folks from the flight office that met the flight, especially Captain Mark Zenner, my longtime friend who took the time to ride the jump seat and video the occasion, plus arrange for a water cannon salute as I pulled into the gate. Two hours after blocking in we were on our way to Mazatlan, Sinaloa, Mexico to board our sailboat "Delphinia".

We cruised Mexico for several months and returned to San Diego for the summer.

Karie and I have children from previous marriages, plus a growing number of grandchildren. That alone will keep us busy; in addition we plan to depart the mainland for Hawaii in late spring of 2003 and spend a year or ...10....wandering around the Pacific. Most important, our attitude is we have no schedule and we are sticking to it.

The events of the last few months at United Air

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Lines will affect our life style as all of yours, however, we are healthy and have many blessing for which to give thanks. We have a son who will depart for the Persian Gulf in a few days. Your prayers for this fine young man will be greatly appreciated.

For all of you, may you enjoy good health, have someone to love, and be loved in return. My career as a professional pilot was a dream come true, and sharing that time with great folks like you was the best part of that dream, thanks. First Mate *Gary E. McGaughy*

**WILLIAM J. MCGUIRE**—1177 Starr Ave, St Helena, CA 94674 [wingmate@mindspring.com](mailto:wingmate@mindspring.com)

Hello Jock, Cleve, et al: It's hard to believe that my first year of retirement has passed so quickly. I hope they slow down a bit before they're all gone. As I frequently hear from other retirees, I don't know how I ever had time to go to work. My wife, Geri, wonders (out loud often and sometimes louder than others) why with all my time off I cannot get the mess in my office cleaned up. I try. We had some family medical problems that took up most of the last year but those are behind us now and so it is now time to enjoy retirement.

We bought a 120 year old farm house last fall up the road a bit from our present house in St. Helena and are embarking on a major renovation project. When completed we will have added a master bedroom, created a large great room, added a garage with a guest house upstairs, and put in a new vineyard. Looking for something else to do, I bought my first Harley Davidson. Six months later I have my second one. EBay is a goldmine. My wife would rather have me cleaning my office.

The RUPA events are great. It's good to see again all you (really) old guys who went out before me. I think I was lucky to spend my almost 35 year career with UAL and get out when I did. It looks like it is going to be a while before the "fun" is back in this airline. Though I spent my last 8 years in glass cockpits, I still liked to think of myself as a "round dial" guy. With the "magic" stuff turned off (or, as happened one day out of Frankfort, with a total navigation system failure leaving only the whisky compass), even the 777 could be flown like a real airplane. Not quite like the Elko-Ely days but, as always, it is what you make of it. It was great fun. I miss it but with what is all going on, I'm glad I'm

gone. *Bill*

**THOMAS A. MC MICHEN**—PO Box 368, Sagamore Beach, MA 02562

Dear Cleve, Late again but the checks in the mail. Everyone is well and happy. I plan to take a trip to Alaska on my Gold Wing this summer, so anyone seeing a Red Motorcycle on the road wave.

I would like to take this opportunity to say Hi and Best wishes to all my friends, if you get near Cape Cod stop by.

Like everyone else Ellie and I are hoping United can pull itself out of Chapter 11 and get back to its' place in aviation.

Thanks to everyone, we really enjoy the *RUPANEWS*. *Tom & Ellie*

**BEN F MCKENZIE**—PO Box 270, Occoquan, VA 22125 [thel.mck@juno.com](mailto:thel.mck@juno.com)

Greeting from Occoquan VA. Another fast year, turned 75 this time. 40years with Capital & United, retired 15 yrs. It's a different world without my wife Thelma of 51 years. In Aug. 2000 after 1 month in Fairfax Hospital for a Bone Marrow transplant; I would not have bet on making it another year. Feeling fine now, walk about 3 miles every day. Went salmon fishing in YAK Alaska for a week last sept., brought home a box of fish. First without seeing a bear; so many fish the bears were upstream in spawning area.

Went to Branson MO later for a reunion for the Destroyer USS Hank DD702 that I was on board as teenager in WW2,1945 & '46. There were 7 at the reunion that were onboard when I was, next year in Minn.

20" of snow on the ground in Virginia so went to Daytona Beach & Orlando FL for a week where it was in the high 60s & low 70s, first class both ways.

Enjoy the *RUPANEWS*, and appreciate all your efforts. *Frank*

**MICHAEL S. MELIN**—104 Ricardo Rd, Mill Valley, CA 94941 415-388-3168

Dear Cleve, My wife and I just got back from a cruise to New Zealand and Australia with Guy Sapp and his wife, Chris, a UAL F/A. Great country down under. It's sad that UAL is pulling out of Auckland. I guess full planes can't make money. Last July my 19 year old son and I sailed a 38' sailboat from St. Tropez to Athens. Wonderful sailing

down the coast of Italy with a stop in Elba and through the Corinth Canal to Greece.

Spent two weeks in Turkey in September with a group of friends where we chartered a gulet, the traditional Turkish wooden boat, and cruised the Turquoise Coast. Also spent time in Istanbul and touring the ruins of Ephesus and surrounding area. It was a great trip and I recommend it highly. On our way to Utah and Colorado for a little spring skiing. I continue to play USTA tennis here in Marin and race my sailboat in SF Bay. Retirement isn't too bad. Thanks for all the hard work in putting this together. Regards, *Mike*

**DOUGLAS J. METCALF**—9349 Winter View Dr, Naples, FL

Hi Jock: Haven't been junior manned in 27 years and don't expect a recall Air Corps either. Check to Cleve in mail now. *Doug*

**MARTY MOREHEAD**—1260 NW 16<sup>th</sup> St, Boca Raton, FL 33486 [Martymorehead@cs.com](mailto:Martymorehead@cs.com)

Hi everybody, Just glad to check in and report a good year, when I became a blonde and did have fun. Just last week I decided to change the shade and now I'm a strawberry blonde (it looks pretty red in the mirror) - and I'm still having fun.

Aside from an automobile accident in March, during which I did not hurt anyone nor myself, I had visits from my daughter and older son Jim. Later in the year, I visited both my sons, Glen in Houston and Jim in Incline Village, NV, attended the Capital picnic, and took my first cruise with the RUPA Convention . Meantime I played a lot of bridge, mostly duplicate, and bowled weekly until Feb. when my arthritis forced me to quit.

I visited several doctors and took a lot of tests and medications, and happy to report reasonably good health for my age.

It has been 5 years since Moose flew west, and since then our dear friends, Harry Langosh and Tom Kenney have joined him in that big hangar in the sky. I was in touch by computer with Tom as recently as Feb. 21<sup>st</sup>, so I assume the reason his passing was not in the new issue of *RUPANEWS* was that you were not notified before the deadline. Tom was one of the roommates in Chicago when we were all single and flying out of Midway on Capital. We were based together in New Orleans and Norfolk before the merger, and later in New-

ark, until both Kenneys and Langoshes moved to LAX and we moved to MIA. So that leaves us females who seem to outlive these guys routinely. Tom leaves his second wife, Corrinne, and two children, Mike and Connie and three grandchildren, I believe. He was raised in a suburb of Milwaukee, and spent some time in Ft. Lauderdale as a kid, he was in the Army Air Corps in WWII, (in the Air Transport Command, as I recall].

I am very sad to see United in such perilous condition, and hope that things will improve over time. My older son, Jim, a Captain on 747-400's took early retirement in Feb., my daughter, who lives in Carlisle, PA., will celebrate her 30<sup>th</sup> wedding anniversary in June, soon after her younger daughter's wedding in May, which I plan to attend. My son in Houston, TX, Glen, has been with Shell Oil and is presently traveling to Europe on business for them. Looking forward to your monthly Newsletter and am sending my dues to Cleve. Hope your health is not deteriorating, or maybe it is improving, we are all praying for you.

Cheers!! *Marty*

*Last X-ray at the beginning of March was somewhat improved - so hope continues that not only will the cancer stay abated, but that I might get off oxygen some day. Jock*

**HAL MORRIS**—4 Penn Cross Ct, Henderson, NV 89052 '61-'95 EWR, JFK, EWR, IAD, SFO [daskyklng@aol.com](mailto:daskyklng@aol.com)

Just received the March issue of the *RUPANEWS* and realized that "Hey this is my birthday month." Get with it!

Lots happened this year. Moved to a one floor house in the heat of the Las Vegas summer-July and August. We are still trying to make some semblance of order out of chaos. Shirley couldn't climb the 18 steps anymore.

Made two trips to the bay area: Cameron, born on august 5<sup>th</sup>, and again in the fall: Katherine, born on the 7<sup>th</sup> of November; our first granddaughter. We now have 5 grand kids.

Our son Scott, an American Airlines pilot, is about 6 to 8 months behind being in the same boat as United Airlines. He is probably going to lose his new house here in Las Vegas. It's a sad, sad, testimony to the airline business and aviation in general.

Thanks to all the folders and stuffers in the Bay Area that make the *RUPANEWS* possible. The RUPA Website is excellent. Check to Cleve

shortly. *Hal & Shirley*

**JAMES W. OXLEY**—PO Box 1146, Sonora, CA 95370

Cleve, Sorry to be a little late. I guess it's my age, no other valid excuse. I was 84 on February 11, hard to believe. Ramona and I are still in fairly good health.

Last November we flew to Kansas City, and then went on a tour bus to Branson Missouri with the Sirs Club that I belong to. We had a great time and saw some great shows. Other than that, things are pretty slow. Just waiting to see what happens to UAL next.

You fellows do a great job. Sincerely, *Jim*

**ALLAN D. PRATT**—1604 Chiquita Dr, Minden, NV 89423 [adp@msn.com](mailto:adp@msn.com)

Jock, We moved to Minden Nevada to be near the best soaring in the US. Three weeks after I arrived here, while I was on a motor trip to Phoenix, a ferocious windstorm blew another aircraft into my Motor Glider and destroyed it. The insurance company still has not settled up! Anyone have insurance from AIG?

On March 5, 2003, I had my 5<sup>th</sup> back operation and they fused S1-L5 with titanium rods and plates. I now have 6 levels of my back fused. Since no known painkillers work for me, I'm hoping to have my back pain at tolerable levels by September. By weight, medical grade titanium appears to cost \$50,000 per pound.

Like all of us, I have watched with dismay as once proud UAL dives rudderlessly to destruction. I now believe that UAL has less than 1% chance of survival. Since I can't do anything about it, I try not to worry about it. It's a lot like not trying to think of a pink elephant when told not to.

I was able to get to a couple of UAL luncheons in the Reno area and it was uplifting to see some old friends and new faces.

You don't want to hear the bad news!

Buck up ladies and gentlemen, things could get worse. We all know the ending sentence of that old joke.

Hope to communicate with you all next year, *Allan*

**JOHN C. RAINS**—45 Hatton Dr, Severna Park, MD 21146

Dear Cleve, First, the good stuff. I took my first cruise in April and my second cruise in December 2002 and got hooked. Give me my own balcony,

decent weather, my bride Margie, and long distances between ports and I'm set. In 2004 I want to do a transatlantic crossing and end up in Spain, France, and Italy. Sounds delightful!

We also bought a home in Stowe, VT to go along with the Condo we bought there the year before. We decided we liked Stowe and Vermont so much we'd move there full time. We'll put our place here in Annapolis up for sale in May and plan on being in the north country by fall. Some may think we're nuts for going north, but the snow skiing in Florida is just not dependable enough.

Now, the other stuff. This last year has fulfilled the ancient Chinese curse "May you live in interesting times". Like everyone else I worry about UAL and it's (and our) future. We can be grateful for Doug Wilsman and his reasoned information to help dispel untruths and half truths. I have been doing financial planning for a small group of UAL pilots for some 16 years and this last year has kept me busy making sure we're knowledgeable about what's going on. I have no idea what needs to be done to save UAL. Certainly we all made mistakes in the past but there's nothing that we can do to go back and fix it. I'm not sure what we'd fix anyway. I appreciate the efforts of other retired pilots who do stay involved. Last week I came back from visiting family in LIT and flew SWA to BWI. I unknowingly picked a seat next to their CEO and the conversation was very interesting. I did not get off the plane with a very warm feeling about UAL's

**Lockhorns/Bunny Hoest & John Reiner**



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future. Who know? *John*

**DAVID G. RUNYAN**—3N170 Lakewood Dr,  
West Chicago, IL 60185 [grand-](mailto:grand-mar96@hotmail.com)  
[mar96@hotmail.com](mailto:grand-mar96@hotmail.com)

Greetings to Jock and the rest of the crew, There are not enough words to tell you how much I appreciate the dedication, expertise and hard work that is involved in putting out the monthly *RUPANEWS*. This is my first time using e-mail for my annual update. Sure is easy to say "the check is in the mail".

The year 2002 started off as uneventful, but that did not last too long. In November of 2001 I was having difficulty doing my normal running because of a sore foot. The foot doctor diagnosed it as plantaritis, inflammation of the tendon on the bottom of the foot. His solution was to give a cortisone shot. I had heard how painful those are in that particular area, so I declined his offer. Went to my regular doctor to ask his advice, and his comment was "oh yes, I had a case of that and it took me two years to get over it". Just what I wanted to hear. He showed me how to do heel lifts which I was to do each night and take one Aleve each night for two weeks. By the end of two weeks things were getting much better, so I thought I would keep taking the Aleve. Not a good idea. One morning three months down the road I noticed a tarry stool. I was feeling ok and we were leaving to spend the weekend with our daughter, son-in-law and grandson. So I thought I would just keep a close check not expecting much to happen. Well, two days later, I could not stand up for very long without becoming very dizzy. So off to the hospital E.R. we go. Two hours later the doc comes in takes a brief history and orders a blood count test. Another hour goes by before he returns. The first words out of his mouth were, "You have a bleed and have lost about 65% of your blood supply, but not to worry because we can stop the bleeding". To make an already too long story short, two days later after returning home I had an endoscopy which revealed an Aleve-induced bleeding ulcer. If you have a tarry stool, you are not bleeding just a little.

In March we accompanied my younger brother on his retirement flight from Continental to Rome. In May our youngest graduated from college. In August my older brother, a retired Delta Captain, took his flight west at the age of 65 as the result of a heart attack. Life certainly has its ups and downs.

Since I can still view the grass from the green side things can not be too bad. So far 2003 has been great. *Dave*

**DICK RUSSELL**— 1797 Mitchell Ct, Daytona Beach, FL 32128 (55-90) DCA, NYC, LAX Back in 1950, it was obvious that I would be drafted into the Army so I applied to the Air Force, Navy and Marines for pilot training. Even though I passed all the tests I was rejected because of my high refractive error. When I asked what that meant, I was told that in 10-15 years you will have to wear glasses.

Of course, I was unhappy to be turned down. The draft did get me just a few months later. I served in the Army as a photographer. My efforts to fly exciting military aircraft were dealt a severe blow! Upon release from the military, I began to train at Spartan School of Aeronautics in Tulsa, OK. Yes, I also wanted to fly big airplanes and I certainly got that opportunity.

I can remember a ferry flight in a DC8-71 from LAX-LAS with only 25,000# of fuel on board. Bob Brockmeier, a Naval Reserve Unit Commander, was the S/O. As soon as we broke ground on Runway 25R I asked the F/O to request to start our turn back over the field on the "Loop Departure" where we were to cross between 12K-14K. Departure reminded us that we needed to cross the VOR at 12K or above. The climbing turn was started at 3 DME and the performance was spectacular. We crossed the VOR at 14K were asking for higher! Bob said, "Dick, that is as close as you will ever come to flying a high performance fighter!"

About six weeks ago, a friend who owns an L-39 Albatross offered me an opportunity to fly his plane at a figure that I could not turn down. He even brought in a noted warbird instructor so that we could fly from the front seat. A group of us attended the ground school and then the weather turned sour and our flying had to be delayed as the instructor had other commitments. He is scheduled to return in a couple of weeks to fly with those of us who did not get our opportunity during his last visit. I had hoped to give you a report as to how a 73 year old would fare when finally getting an opportunity to fly a plane of that type. No, it is not really a high performance jet but I suppose sitting in the front seat and being able to finally have that

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experience that so many of you did enjoy will provide a good "high" for me.

Perhaps I should look at the good side of it as my required time in the Army was only two years.

Those who got pilot slots were required to remain in the service a much longer time which affected their position on the seniority list.

I still get my aviation "fix" by flying the T-34B at least three times per week, play old man's tennis about as often and serve as chairman of the Airport Authority Committee here in the most unique and enjoyable community ever conceived.

Wilma and I continue to enjoy good health. She also does volunteer work, plays tennis every day and manages to find time to play a good bit of bridge.

It is always difficult to see the names of good friends who have gone west. A special one was my long-time friend, Captain Tom Boatman who lost his battle to leukaemia. Tom and I attended high school and shared many good times. *Dick & Wilma*

**SHELDON L. SCHIAGER**—8906 NW Lakeshore Ave, Vancouver, WA 98665

Cleve, The check is EARLY, but with all the financial uncertainties who's to say it won't bounce?

Each day of retirement is a blessing (six years now) and Jean and I manage to see lots of places and do lots of things. She still plays at the Benson Hotel when we're in town, and she's doing her second CD which should be out this summer.

I've decided to not worry about UAL and all those things I can do nothing about, and concentrate on the things I enjoy and can influence, which pretty much narrows the scope. I think money worries are the most debilitating of all.

To all of you who keep RUPA together with your time, effort, and dedication, I salute you. *Shel*

**WILLIAM O. SCHOLES**—2733 Starbird Dr, Costa Mesa, CA 92626

Hi Cleve, My check is in the mail for another year. I do enjoy reading the news all the guys send in to RUPA. It is hard for me to believe it has been four years since I set the brakes in HNL for the last time. I must be having fun.

This past year was not one of my favorites with things like by-pass heart surgery in May, my mother passing away in November and UAL going

BK in December.

I must report that there is life after heart surgery, it takes a little time and some changes in what you eat and do (like exercise) but in the end I think I am better than I was before.

Gay and I took a great trip to New Zealand and Australia in November. We hiked on the west coast of the south island for ten days and enjoyed the wonders of that country. There are very few places you can walk on a glacier in a tropical rain forest and share a beach with penguins. It was a great experience.

We did two weeks in Australia. We enjoyed Sydney very much. Australia is a big country and we saw a lot of the outback from the Ghan train which we don't need to do again. When we go back we will do the south of Sydney part of Australia.

Thank you to all the guys and gals that help with this publication and the workings of RUPA. You provide great a service for all us old guys.

I enjoyed chatting with Rich at the LAX retirement party in January. Until next year, *Bill*

**CHARLIE SCHWOB**—15431 W. Fairmount Ave, Goodyear, AZ 85338

Hi Cleve and the rest of the RUPA troops AT HEADQUARTERS, I know that I'm late, but on purpose this time. I was planning to move so thought I'd delay my dues until I got settled in my new digs. New address above.

It was nice to see you in NZ last Oct./Nov. at the Air New Zealand Rose Bowl. I screwed up my elbow over there and it has finally healed.

I went to the Phoenix meeting of RUPA last Friday and saw a bunch of the old gang. Rick spoke to us and brought us up to date about the Company. Who would have ever thought this could happen?

Thanks to you and all of the troops for all of your hard work. Yours truly, *Charlie*

**JACK STEIDL**—3900 W. Lake Kathleen, Renton WA 98059, [captjacks@juno.com](mailto:captjacks@juno.com)

My son, Phillip, has been a Flight/Attendant for the past four years, and I've much enjoyed reliving my years with United. Sad, looks like his days are numbered.

Some of you will remember my wife, Kathryn Kaluzny from the days of S/O battle. We're both doing fine. She changed her name to Kate. Regards

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to all, *Jack*

**JAMES M. TROSKY**—34708 N. Nokomis Trail, McHenry, IL 60050 [n2999c@aol.com](mailto:n2999c@aol.com)

Dear Cleve, Another year, another dollar...I hope. Things going very well...still got a place in PHX for the winters and golf is coming along just fine, thank you.

Looking forward to another great year...hope UAL has one as well. I just hate lifestyle changes... especially drastic ones.

Keep up your outstanding work on our behalf. I appreciate it...all of you. Cheers, *Jim* '99

**RALPH J. VRTACNIK**—216 S 166<sup>th</sup> St, Seattle, WA 98148. 43/83 [rvtacnik@aol.com](mailto:rvtacnik@aol.com)

I have joined the ranks of the octogenarians in February. Did not do much traveling this past year. One trip was a disaster. Over the Christmas holiday took daughter and two grandchildren to Orlando and it took three days for Evelyn and me to get there. Got stuck in Denver for two nights and were wiped out by the time we got there. So, last month went to Hawaii and bought a full fare on Hawaiian Airlines. We are getting to old for this standby. It takes the fun out of traveling and I'm sure there are a lot of you who feel the same way.

I have slowed down this last year. I sold my boat and the motorhome and given up fishing and hunting. I would like to thank all who work the *RUPANEWS*. Evelyn and I enjoy reading it. Sincerely,

*Ralph*

**LARS & JO WARN**—670 Island Way #808, Clearwater, FL 33767 [LarsWarn@worldnet.att.net](mailto:LarsWarn@worldnet.att.net)

Another year gone by, both of us are still healthy and enjoying life. I'm still trying to play golf, I guess I started too late in life to ever get very good at it but I'm having fun.

Our boat is still running and used on occasion. We try to take a few trips every year, last year a two week cruise to the southern Caribbean, a driving trip to the upper Midwest and then two weeks in France followed by a week in Italy last fall. That's all for now, *Lars*

**JAMES B. WILDER**—64 Hickory Ln, Roxbury, CT 06783 [wilderfamily@earthlink.net](mailto:wilderfamily@earthlink.net) JFK, SFO, HNL, JFK

March again already! It's been a good year, a few trips thanks to UAL. Biggest project was painting the house last summer - have the time and still can.

My son introduced me to rock climbing - great father/son activity. We're headed to Norway for the last two weeks of March to do some cross country skiing north of Lillehammer.

Little anxious about UAL, stock market and war but that's all out of my control so focus on other things.

Thanks to the *RUPANEWS* crew. Greetings and best wishes to all, *Jim*

**PETE WILLIAMS**—2250 Cove Dr, Oak Harbor, WA 98277 [Flighttime2@aol.com](mailto:Flighttime2@aol.com)

Dear Jock, The December, 2002, edition of the *RUPANEWS* had a piece about the restoration of the Boeing 307 Stratoliner. I flew that very airplane when I was an instructor at Airline Training, Inc., Homestead, Florida, before hiring on with Capital Airlines. In 1950, three pilots with Capital came down to get their ATR's, Clark Luther, Dave Hanst and Ernie Burmister. They encouraged me to apply to Capital and they put in a good word for me with the chief pilot, Doc Reid. I received a call from Capital, got hired, and immediately called my buddy, Deke Holman, who was working with me at Airline Training. He also got hired. Deke still attends the Oshkosh Air Shows every year where he heard about the restoration and he got the serial numbers of the aircraft. I compared them to my old log book and found it to be the same airplane. I hope to attend the rollout of the B-307 in June at the Museum of Flight Boeing Field, Seattle.

Still enjoying the best of both worlds. Pacific NW in the summer and California Desert in the winter. I shot my age last year (78) at Whidbey Golf and Country Club, a regulation 18 hole course. Had three witnesses!

Last October we traveled to Normandy to tour the cemetery and then cruised the Seine River back to Paris. We met a fellow UAL retiree, Dick Wade and his wife on board the cruise. That's it for France.

Thanks to you and to all who make this newsletter possible. Check in the mail. Good luck to us all and to UAL. *Pete*

**MIKE O. WILLIAMS**—31736 County Rd 17/21, Elizabeth, CO 80107 [mowilli1@aol.com](mailto:mowilli1@aol.com)

Cleve, Well another year and still kicking. Everything is going fine and still enjoying retirement. I have attached a picture of my early aviation, which I thought you might enjoy. It was taken in

1943 in Okla. with an aircraft that my Dad built from plans that were in a Popular Mechanics Magazine. It was powered, as you can see, by a Indian Motorcycle Engine. He, my Dad, hand stitched all of the fabric on the wings and fuselage. It did fly, but not very far as my Dad had no idea of how to fly. He had it off the ground several times, but not very high as he soon lost his nerve. He eventually ran it thru a barbed wire fence, which took the gear off and broke the \$25.00 prop. (It didn't have brakes). They, my Dad and brother, loaded it into the back of the truck (the wings were removable) and hauled it back to town, where the CAA came and told my Dad not to fly it anymore since it was unlicensed. The interesting part of this story is that both my brother and I, became airline pilots. Must have been in the genes.

Thanks again for everyone who does all the work to get the *RUPANEWS* out, as I look forward to seeing it every month.

By the way, have started attending the Den Good Ole Boys luncheons and have really enjoyed them. I would recommend that anyone in the DEN area



should give it a try. *Mike*

**JOHNNY WISDA**—401 Nineteenth St, Santa Monica, CA 90402 [wisdarj@msn.com](mailto:wisdarj@msn.com)

Reflecting on thirty-eight years, five-months with

UAL, my thoughts now dwell mostly on my progeny. The ultimate plan was for all, who were begat of myself and my wife, would have the highest goal of a college degree. Each child (and grandchild) to be given full choice of university, major, and social life. All of this to be free except that he or she would always remember to be a nice person., otherwise the hook would be yanked. At times I had my doubts that success was a myth! Now, Betty and I have just one more year to go and two more heads to wear the cap and gown. Our eyes will be filled with moisture, our hearts with pride, and our pockets will be filled with green once again. Three pairs of feet have trod the halls of USC, two pairs have stomped the campus at Arizona U, and one garnished a 3.5 avg at Loyola Marymount U, my Alma Mater (for two years). So. "May those who love us, love us, and those who don't love us may God step on their ankles, so we will know them by their limpin'." *Johnny*

**WAYNE WOLLARD**—15110 High Bridge Rd, Monroe, WA 98272 [wewollard@cs.com](mailto:wewollard@cs.com)

It is the first of March and the news sounds bad (market down, war looming, UAL in dire straits) but we are healthy and happy which is what counts. We are ready for some good news any time. If any of us need two or three houses, big yachts, airplanes, or big motorhomes to make us happy we are in real trouble anyway.

Susie and I continue to enjoy our Grandkids, traveling with friends, fishing, hiking, bird hunting, horse packing in the mountains and canoeing to mention

## IN MEMORIAM

a few. Happy Trails, *Wayne*

**DAVID H. BAKER**

David H. Baker, (Age 95) an Air Force Major General who served during WW II and the Korean War and retired in 1957, died peacefully in his sleep February 3, 2003 in Naples, FL.

General Baker was born in Paterson, NJ in 1907, the son of Frederick and Florence Baker. He was a graduate of Richmond Hill High School in New York City (1926), West Point Military Academy (1930), The Air Corps Advanced Flying School, Kelly Field, TX (1931), The Harvard University School of Business (1941), and The National War

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College (1948).

General Baker spent four years serving in both England and France. He served as the Deputy CO and later CO of the Ninth Air Force Service Command. During this assignment, he participated in all campaigns until the German surrender. General Baker witnessed the liberation of the first concentration camps and was present at the Nuremberg trials. He was a command pilot who was awarded the Legion of Merit with one Oak Leaf Cluster, the Bronze Star, Croix de Guerre with Palm, Legion of Honor Decree of Provost Government of France, Luxembourg Croix de Guerre, Order of Merit of Adolphe of Nassau, Degree of Commander with Grand Cross, Belgium Order of Leopold with Palm, Most Excellent Order of Britain, Empire Degree of Honorary Officer, Polish Order of Polonia Restituta (Commander Class), American Theatre Ribbon and the Army Commendation Ribbon.

After WWII, General Baker had a number of assignments including serving as a member of the operations and training staff at the National War College, a Senior Air Force Officer with Joint Logistics Plans Group in the Office of the Joint Chiefs of Commanding Officer at Ladd Air Force Base in Alaska, Comptroller for the Air Materiel Command at Wright-Patterson Air Force Base in Ohio, and retiring as the Director of Procurement and Production for the US Air Force.

After retirement, General Baker served as President and Chief Executive Officer of Capital Airlines, which merged with United Airlines. Additional positions held by General Baker in civilian life included Vice President of International Operations for Sperry Rand Corporation and Director of the Office of Export Development for the US Department of Commerce.

General Baker was a member of Moorings Presbyterian Church and Royal Poinciana Country Club. He was a strong supporter of Naples Community Hospital and the Neighborhood Health Clinic of Naples.

He is survived by his wife, Joan, and many loved ones who will remember him for his integrity, humility, and generosity.

The Washington Post 2/6/2003.

#### **BERNIECE FINK (Mrs. T. G. (Bud) Fink)**

My Mother, 79 years old, passed away on March 13<sup>th</sup> in Lodi, CA. She had been in a nursing home for about 9 years due to Alzheimer's disease. It

was time, and her suffering is over. It makes it easier knowing that it was for the best at this point, and she is now with her PILOT buddy. She was a TRUE "lady", non-smoker, non-drinker, devout Catholic, and a MOTHER in the strictest sense of the word-but would kick my ass in a heartbeat, if I didn't mow the grass on time! I notified the company, but there are still a lot of retirees who knew my Mom and Dad, Bud Fink, and their "infamous parties" in Belmont.

She and my Dad were married (only once each!) for 43 years, and both were California "transplants" from Maryland.

My Dad was "former" Capital, out of DCA, and when hired by them in 1952, was told that they didn't want to hire him because he was "too old" ever to be a Captain. He was one "number" junior to Clark Luther. Told me it was because he "held the door" for Clark!

For any of you who flew with him, you would, most likely, remember he smoked old stinking cigars (Rum River Crooks)--but NEVER without asking first, if anybody in the cockpit objected! I flew with a guy recently, who told me he flew Maui trips with him the whole month in that time-frame, and Dad always had a cigar in his mouth, but never lit, because the plumber on the "8" didn't like smoke. I can live with that. They ALL had a good month. I flew with a lot of Captains on the 400 who flew with my Dad. They all said he was a "fair" pilot, but not as good as me! JUST KIDDING He'd kick my butt, if they got email in Heaven!

Within 6 months of hiring, he was a Capt on the DC-3, then the 4, the 6, the 7, Viscount, Connie, 727 (post merger), bid the DC8 in SFO in 1968 while I was in RVN, and retired off the DC10 in SFO. Thirty some years, and never flew ANYTHING but Captain except for those first six months with Capital! Luck of the draw. I learned it early.

My Dad Retired off the DC10 in SFO, about 1981, and unfortunately passed away two weeks before his 62<sup>nd</sup> B'day. Al Fink

#### **EUGENE F. HOMAN**

Retired Captain Eugene F. Homan passed away March 10<sup>th</sup> after a brief stay in hospice with family present. He will be sorely missed by his four children (Gene, Steve, Louise and Terry) and families and many friends. He was predeceased by his wife

of 58 years Therese. Dad had a Zest for life and a love for being with people and enjoying life. Dad's career at United began in the original DC6 engineer program in 1948. After flying just about everything in the stable out of JFK and LGA he retired in 1980 as a DC10 Captain.

I flew my first trip as a co-pilot with him on the 727. Every so often he would remind me that there are no gas stations in the sky. He apologized at the end of the trip for trying to impart everything he knew in 3 days. I still thank him for that and for all he passed on to me and our families over the years. We will continue to pray for and remember dad and invite you to do the same. Until we meet again. A last snapshot of dad this past December, 6pm, watching the news from our (his & Mine) exercise bike while sipping his martini with great grand children running about.

**Gene R. Homan** (DCA B-777 captain) & Mary Homan & Family.

### THOMAS J. KENNEY

I am sending you brief info about my great husband Captain Thomas Joseph Kenney who passed away on February 20th...He flew with United for 37 years the crew called him "blue skies"...He was always proud of his time with United...in fact our car license read "ual747" ..I would love hearing from all those who knew this Great Spirit. One special letter from an old friend sent me an e mail that I would like to share with you. *Corrine Kenney*

With great sadness, I'm writing you to inform you of the passing of Captain Thomas J. Kenney. Tom was born in Milwaukee, Wisconsin in June 1921. I know very little of his early life, but when WWII started he volunteered for the Army Air Corps. He flew the China Hump in DC-3's. After the war, Tom was hired by Capital Airlines in 1945. We met in 1953. Being based 41 Norfolk, Virginia, we flew together a few times, Tom as the Captain and me the Copilot in DC4's. On the closure of Norfolk, we went our own ways, only to be reunited at LAX. We were very close. Tom retired on the 747's in June 1981. He moved to Sun City West in Arizona, and on February 20, Tom flew his last trip west. He is survived by a son, Mike Kenney, a daughter Connie, and wife, Corrine. God Bless. Happiness and good health to all. *Joe Fabb*

### EDWARD J. "MAC" McCORMICK

I am sad to report the death of my good friend and

fellow pilot Ed McCormick. Enclosed is newspaper obituary. Ed and I took our final check ride in a DC-3 with G I Myers, prior to being assigned to the line from new-hire school. Because he had previous company service, he became one number senior to me. Consequently, over the years we usually roomed together as we upgraded in various aircraft. For several years, we were the two junior jet captains on UAL on the Caravelle. Ed was a great guy; good company and we will miss him. *Hugh Wilson* Edward J. "Mac" McCormick of Reno passed away on January 21, 2003. Mac was born to Christie and Mary Hanusick McCormick on April 1, 1922 in Grand Ridge, IL. The McCormick family moved many times, because their father, Christie, was one of the early pioneers in aviation. Christie was an aviation mechanic during WWI, the early airmail days, and N.A.T. Christie was later promoted to Station Manager with United Air Lines. During the family's many relocations, Mac attended schools in Texas, Illinois, Iowa and Nebraska. Mac worked for United Air Lines prior to joining the Navy in 1943. He flew fighter planes in the South Pacific during WWII and was awarded the Distinguished Flying Cross, five air medals, and was credited with shooting down several enemy planes. He met Dr. Hilda Jane Pass, and they married in North Platte Nebraska in 1947. They were blessed with two sons, Michael and Christopher. After WWII Mac resumed working for UAL, flying various aircraft during his career. At the time of his retirement in 1983, Mac was Captain and enjoyed flying B-747's from SFO-HNL. Mac served an active life as a member of Our Lady of the Snows Parish, 4<sup>th</sup> degree and Past Grand Knight with the Knights of Columbus Council 4997. He was also a very active member of the Reno Council Navy League, ALPA, Force Assn, RUPA, and for many years a timer at the Reno National Air Races. His wife and sons preceded him in death. He is survived by one sister, two brothers and a large extended family. In lieu of donations, the family requests that an act of kindness be performed toward someone in need.

### DOUGLAS McQUILLAN MITCHELL

Douglas M. Mitchell was born July 24, 1926 in Clearfield, Pennsylvania, to Lewis C. and Sarah E. Mitchell. He passed away in the evening of February 21, 2003, in the arms of his devoted and loving wife of 54 years (in the home that he designed and

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built), after a long and arduous battle with myelodysplasia and hemochromatosis. In 1929, his parents moved west in search of a better life and eventually settled in Sinclair, Wyoming. Doug attended grade school in Sinclair, and graduated from Rawlins High School in 1944. In 1945, he joined the Army Air Corps, and was stationed in Erlangen, Germany, where he met and fell in love with Katja Kanlningesser. They were married in Rawlins during the 1948/49 blizzard.

He graduated from the University of Wyoming with a BS degree in Mechanical Engineering in 1953. While a student at U.W., Doug purchased a Cessna 120, and with flight instruction from Gene Powers, he fulfilled his lifelong dream of becoming a pilot. After graduation, Doug worked as an engineer for the Sinclair Refinery for about a year, but excitement beckoned from Montana and off he went to Fort Benton where he and Gene flew Stearman Crop Dusters over the wheat fields of Montana.

In December of 1954, the opportunity presented itself to apply for a flying job with United Airlines. He was hired on December 12, 1954 and he flew for them for 34 years, loving every minute of it. While flying for United, he lived in New Jersey for many years, flying out of JFK and Newark Airports. During his years in New Jersey, he was active in the Holmdel Kiwanis Club and served a term as their president. Eventually the family moved back to Wyoming, and Doug finished his career flying 747s to the Far East and Australia. In his spare time, he flew KC-97s in Alaska for Hawkins and Powers and Stratolift, delivering fresh salmon from the beaches to the mainland. He also volunteered his time flying a team of doctors and nurses to El Salvador to operate on children with cleft palates. Doug was also a member of the University of Wyoming Alumni Association, the Civil Air Patrol, the Retired Airline Pilot Association, and the Retired United Pilots Association.

Doug was a man of passion, love, courage, compassion, integrity, and honor. He will be greatly missed by his family and friends from all over the United States, Germany and Sweden. He is survived by his wife, Katja, two sons and a daughter and many loved ones.

Memorial contributions may be made to The Myelodysplasia Foundation, 36 Front Street, Cross-

wicks, N.J. 08575.

#### **LARRY M. PEET**

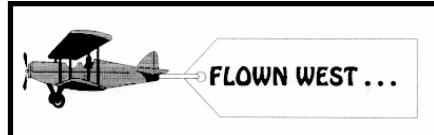
We have lost another of our fellow pilots, Larry M. Peet, who flew west on Feb 17, 2003 at age 81. I was hired the same day and took many hood checks with him and he just sailed thru them and I worked like a dog. He saved everything and several years ago I was going over his hood check reports and he got a lot of ones and twos which I had never heard of. This was when we were graded on a basis of 1 thru 5. He was also a student of the weather and did his own forecasting.

I followed him into SFO and DEN when the weather was down and he would go right in and I had to make several passes. I talked to several of the FAA inspectors and they thought he was great. He was one of the first to get checked out on the CV340 and the DC10 and he did not have any of the problems the other pilots seemed to have. He was a natural born pilot. When he came to work all he had was about 175 hours and that was all CPTP time. He flew almost 40 years without an accident or incident of any sort. I always asked him what his secret was and finally about a year ago he finally told me. I wish I could tell you what it was but I can't. I will miss him and know a lot of others will too.

He was a great pilot and good friend. *Bob Lenahan.*

#### **WILLIAM J. WILSON**

My brother, William J. " Bill " Wilson, flew west during the evening of March 4. He had been diagnosed with terminal cancer back around Christmas. He retired 8 years ago with 34½ years in the cockpit for United Air Lines ending up flying the 747-400 for the last few years. In what I call a parallel career he had a total of 26 years of military service in fighter aircraft of which more than 20 years were in the Colorado Air National Guard. He became a veteran of the Viet Nam war when the Guard was recalled to active duty during that period, and took part in flying their fighters from Denver to Viet Nam in 3 legs, Denver, Hawaii, Guam, Viet Nam. We managed a few trips together during the years and he flew copilot for me on my last trip for UAL. After he retired he began joining me for an annual Alaska fishing trip, mostly I think, to sort of take care of the old man. Superb pilot. Great friend. I



Walter E. Fallon	1/8/2003
Edward J. McCormick	1/21/2003
David H. Baker	2/3/2003
Thomas J. Kenney	2/20/2003
Douglas M. Mitchell	2/22/2003
William J. Wilson	3/4/2003
Kenneth W. Mineer	3/9/2003
Eugene F. Homan	3/10/2003
Larry M. Peet	3/17/2003

\* *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*

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

- 2nd Mon.** SW FL—*Olive Garden, Ft. Myers - 941-793-5251*  
**2nd Tue.** San Diego Co.—*Quails' Inn, San Marcos - 760-723-9008*  
**2nd Tue.** FL Treasure Coast Sunbirds—*Miles Grant CC, Stuart 561-747-2796*  
**2nd Thu.** SE FL Gold Coast—*Flaming Pit - 561-272-1860*  
**2nd Fri.** PHX Roadrunners—*Briarwood C.C., Sun City West, AZ 480-948-1612*  
**3rd Tue.** DEN Good Ole Boys—*11:30am American Legion Post 1 - 303-364-1565*  
**3rd Tue.** LAS High Rollers—*Memphis Barbecue - 702-896-8821*  
**3rd Tue.** NE FL—*Spruce Creek CC - 386-760-9736*  
**3rd Tue.** Dana Point CA—*Wind & Sea Restaurant - 949-496-2691*  
**3rd Thu.** LAX—*Hacienda (Even Mths) Billingsley's (Odd Mths) 310-821-6207*  
**3rd Thu.** Ohio Northcoasters—*TJ's Wooster (Always coed.) - 440-235-7595*  
**3rd Thu.** SEA Gooneybirds—*Airport Marriott. - 206-242-1242*  
**3rd Thu.** So. Oregon (MFR)—*Pony Express, Jacksonville - 541-245-6896*  
**3rd Thu.** TPA Sundowners—*Cuzzins (odd mths. Stag) - 727-787-5550*

### Quarterly Scheduled Lunches

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

**Deadline:** April 24th, 2003

**Mailing:** May 7th, 2003



**PERIODICALS**

**RUPANEWS**  
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