



RUPANEWS

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, with the passage of the Bar Date, (the last day to file your claim form with the bankruptcy court), we seem to have entered into a period of calm. Let's enjoy the peace and quiet while it lasts, there may be something lurking just over the horizon.

Last month I mentioned UAL intended to terminate the employment-related contracts for 40 former members of senior management and the board of directors in order to save \$16 million. The court approved United's motion. In addition to those named last month, among others, was Richard Ferris. United also received court approval to sell a Boeing 747-400 to Dubai Air for \$55 million. The funds will be applied toward paying off its debtor-in-possession loans. In further efforts to cut costs, United will close two maintenance bases, Indianapolis and Oakland, and is getting an extra year to do required major maintenance on at least a fifth of its fleet. The Federal Aviation Administration has agreed to let the airline do "heavy maintenance" checks on its 97 Boeing 757s once every six years instead of five.

Now that we are in a "period of calm", I encourage you all to make plans to attend the 2003 RUPA Convention In San Francisco. The dates are October 28 through the 31st. As you may know, San Francisco, "the City by the Bay", is the nation's number one tourist destination, and fall is the best time of the year to visit. We have utilized the *Sheraton Gateway* hotel in the past and they truly do cater to our organization. The meals and service are outstanding. We have a variety of tours planned for your enjoyment. Look in the following pages for more information.

Fraternally, *Rich*

DANA POINT LUNCHEON

Tuesday 20 May 2003. Another great luncheon day was experienced by the gradually increasing number of retirees who enjoy the relaxed, laid-back ambience of the *Wind and Sea* restaurant, with its fantastic harbor views from the blue-umbrella covered patio deck. I don't think the weather ever gets bad around here; we enjoyed another cool, shirt-sleeve day, while just a few miles inland, sweltering temperatures in the high 80's and 90's prevailed. Whoever originally picked this place for our meetings sure picked a winner.

Of course, the restaurant did their share, by providing the usual high level dining experience, with consistently good food, and especially attentive service from our attractive, California-girl-type wait-persons, Kristin and Sarah. I guess it must be because we tip so well (PUH-LEEZE!! Remember, we're pilots!).

The socializing was great. At any moment, one can observe animated conversations being held on any of a variety of subjects ranging from real war stories from our older members, to the sobering and morbid topics surrounding aging and our own mortality. The stories emanating from the RUPA NEWS and daily papers, as well as the internet, present fodder for constant discussion and speculation about what's happening in the airline business. The verdict: 1. Nobody really knows what's going on and, 2. We haven't got it half-bad.

In a serious vein, these luncheons provide us with a great way to manage our stress levels, and keep us connected with a way of life which brought us contentment, along with a sense of accomplishment over our working lives.

We were joined today by fellow RUPARIAN visitors from near Sacramento, who were passing through our area: Bob and Barbara O'Neill. It's always nice to be joined by the distaff side, and maybe we'll have to consider expanding ladies attendance at future times, as do many of the other chapters. It may mean cleaning up our acts a little, though. The rest of the more-or-less irregular regulars in attendance included: Carlos Bernhard, Walt Bohl, Dorsey Brown, Jim Cronin, Bruce Dunkle, Bob Dusair, Bob Fuhrmann, John Grant, Pete Hansen, Al Hooper, Ed Judd, Jim Keeshen, Earl Mckenzie, Bill Meyer, Jerry Meyer, Pete Moyer, Bill Rollins, Bill Stewart, Jim Stowell, Tony Testa, and alphabetically last (but not least) your humble correspondent, *Joe Udouch*

Has your subscription to the RUPANEWS expired???

We constantly get calls from members wanting to know their status in reference to the \$25 postage fee. You can answer this question for yourself by checking your RENEWAL DATE which you will find on the address label on the back page of your most recent copy of the *RUPANEWS*

DEN GOOD OL' BOYS LUNCHEON

The May meeting of Denver Good Ol' Boys came on the 20th and in a semi-annual tradition, wives were invited. The weather was accommodating and 65 pilots and wives turned out. The victuals appeared at the appointed hour and with little ado the trenchermen queued up. This humble scribe noted no complaints. Later during the boring talk session it was noted with regret that final flights west had occurred for Capt. Nate Cloak and Capt. James Kelley Jr., both from cancer.

During the b. t. s. (usually prone to causing indigestion and other maladies which can only be remedied by application of liberal quantities of tincture beverages) one or more feeble attempts at humor were endeavored, but the consensus was that the assemblage had suffered enough, and so the agenda moved onto the introduction of three most-welcome pilot widows and the oratory terminated (to the evident relief of most). The meeting, thereupon, transitioned into a visitational session and didn't formally adjourn (and in fact may be still going on as this is being written several hours later).

Those in attendance were: Al Snook, Bill Bates, Bob and Ann Blessin, G. C. Kehmeier, Owen and Dottie Hibbs, Ken and Jill Anderson, Barry and Marianne Edward, Ed and Ruth Riehl, Rick and Kaye Madsen, Tom Hudgens, Tom Hess, Bill and Woodie Matheny, Pete Delo, Gary and Marian Gore, Gerry and Jane Zimmerman, Hal and Janet Meyer, Ralph Wright, Norm and Ann Miller, Bob and Adele Sannwald, Dick and Ilene Wagner, Mike and Patti Williams, Bob and Jim-Claire Clipson, Jack and Shirley Turner, Dick and Jean Kobayashi, R.O. and Millie Stewart, Ray Bowman, Bob and Laura Ashcroft, Bill Fife, Bob and Marj Crowell, Dave Murtha, Tom Gordon, Terry and Steve Terrell, Stanley Boehm, Tom Mezger, Russ and Pat Ward, Frank McCurdy, Jim Harris, George Maize, plus three distinguished guests from the pilot widows organization Corrine Laufert, Virginia Vance, and Inge Peate, and the scribe and coordinator, *Ted Wilkinson*

LAX LUNCHEON AT BILLINGSLEY'S

There was a mix up in our reservation for May 15th. The restaurant had us scheduled for next Thursday for our private dining room and had not scheduled enough staff to handle us in the private dining room. The waitresses that were working were great and they seated the 25 of us in booths and tables in one corner of the main dining room.

Those that were there today were Bob Mosher, Walt Albright, Walt Tyler, Ray Engel, John Vanderwest, Norm Marchment, Gene Biscailuz, Bob Kohler, Lee Cameron, Edna Cameron, Herb Goodrich, Hilda Goodrich, Jack Hanson, Shirley Hanson, Art Nelson, Ann Nelson, Bob Clough, Tom McQueen, Ron Matsuda, Ben Harper, Ken Williams, Dave Kirkendall, Mary Doheny, Doug Rankin, Don McDermott.

The conversations today were just among those at the different booths and tables, and since we were in the main dining room no one was able to make any announcements to the entire group. Therefore the only news I have is that our reservation for our private dining room for the next luncheon is confirmed for the third Thursday in July which is the 17th. Till then, *Doug Rankin*

OHIO NORTH COASTERS

Once again the snowbirds migrating north gave us a good turnout for the **Cleveland Crazy's** luncheon at *TJs Restaurant* in Wooster. Our favorite waitress survived Vegas and said she was already saving for next year. On Pilot tips??????

New faces in the group were Rip Curtis and Bob Lang with his lovely wife Dawn, a former UAL F/A, also from CLE. In addition, John and Joanne Pinter, Dan Seiple, Dick Sanders, Al Cavallaro, Gene White, Dick Orr, Jim Burrill, Bob Olsen, Phil Jach, and a surprise visit from Tom Murphy, who drove in from Pennsylvania for the luncheon. Hey Tom, what's a Caravelle?

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

Several of the notable snowbirds were still missing and rumor has it that they were trying to avoid chipping in for the postage fund.

Next month the meeting will be on the 21st of June and held a little closer to the lake. Call for information if you will be in the area 440 235 7595.

Respectfully (within reason) submitted, *Richard McMakin*

OREGON HIGH DESERT HAS BEENS

The "High Desert Has Beens" had a delightful lunch at Sully's Restaurant in Redmond, Oregon today, May 1st. In attendance were newcomer Larry Massey, Dick Ruitter, Stan Green, Dick Mitchell, Ken Sandine, Gary Smith, Bob Clark and myself.

We spent some time recalling old flying partners & old times. We all discussed UAL's future & concern was expressed for our pensions. Taxes are always a popular subject & today was no exception. Most of us are still in the dark about the "Proof of Claim Rider" forms. I think we arrived at a conclusion whether it is the correct one or not.

We talked and ate for two hours & adjourned at 3pm. Next luncheon is to be determined but will probably be at McGrath's in Bend. *Steve Lawrence*

SAN DIEGO LUNCHEON

On the 12th of May at Quails Inn, San Marcos, CA. the following retirees gathered for lunch, attendind were Bill Wieland, Bob Sarnie, Roy Holmes, Peter Moyer, Dale Elliott, Don Trunick, and our illustrious leader, *Bill Pauling*

SEATTLE GOONEY BIRDS' CO-ED LUNCHEON

The Seattle Gooneybirds held their annual Couples Luncheon on Wednesday, May 14th at the *Airport Marriott*. The buffet luncheon was excellent and many old friendships were renewed among the 80 attendees including 12 Widows who were our guests. After lunch, the Guest Speaker, Lt. Col. Jim Keeffe (USAF Ret.) told a very interesting and spellbinding story of his experiences in WW2 as pilot of a B24 which was shot down over Holland. He described his experiences with the Underground in Rotterdam and how they helped him to evade the Nazis for five months and his subsequent capture and imprisonment until liberation by Allied Forces.

The luncheon was a success and we look forward to next year! Fraternally, *Bill Brett*

A-Plan Security Update

By Doug Wilsman

As f this date (5-25-03) the S&P 500 Stock Index is up 6% since the end of last year, so it is likely that the investment gains in the Pilot's A-Plan portfolio so far this year are about \$167 million----or about equal to the total benefit payments made to retirees and survivors during this year's first five months. So as of today, the funding level of the plan is about 58%---the same as it was at the beginning of this year. These numbers are all estimates---the last *official* numbers that were issued by UAL apply to the plan's financial status as of 17 months ago.

UAL could come out of Chapter 11 as early as mid-October. If the recently ratified ALPA giveback agreement with UAL is not modified prior to UAL's exit from Chapter 11, all of the current benefits being received by retirees and survivors will survive the Chapter 11 experience. If, on the other hand, UAL decides to follow US Airway's lead by asking the judge for permission to terminate the pilot's A-Plan in order to achieve a successful reorganization, UAL would be required to give the participants 60 days notice-----that would be by mid-August if it plans the termination and the exit to be simultaneous in mid-October.

In a press release on May 14th, ALPA national announced it was leading the charge for federal pension law reforms. ALPA argues that the current laws have the perverse effect of almost certainly leading to the termination of additional airline pension plans (a la US Airways) because of their requirement for gigantic

deficit-reduction balloon payments starting no later than early next year at a time when the airlines simply do not have that kind of cash on hand.

In the meantime, things are not all coming up roses at US Airways. Their retired pilots' organization has so far solicited \$1,000 per head to fund a federal suit against the company, claiming there was really no need to have terminated their pilot's A-plan to successfully reorganize. Additionally, the US Airways Pilots' MEC on May 21st resolved to consider informational picketing because they "... have no confidence that US Airways' management team will honor the agreements they made with the pilots and will administer the (new) working agreements in good faith."

The US Airways Pilots' A-Plan was terminated on March 31. The federal Pension Benefit Guarantee Corporation (PBGC) took over the plan that was only 32% funded---the assets were \$2.5 billion less than the present value of the accrued benefits already earned by the participants. The PBGC pumped in \$600 million of its own money to fully cover its guaranteed future payments, so that means the participants are taking a \$1.9 billion hit in the present value of their future PBGC benefits. Most of this severe benefit reduction will be subtracted from the already accrued qualified benefits of active pilots and recent retirees. Those now retired for three or more years are calculated to lose no more than 15% of their pre-Chapter 11 qualified benefits and those older than, say, age 70 will suffer *no reductions* in their qualified benefits.

Meanwhile, back at UAL, I have an e-mail from Roger Hall, president of URPBPA, indicating his organization submitted riders on behalf of their requesting members to Poorman-Douglas in Oregon by the May 12th deadline for the proof of claims. He writes that Poorman-Douglas will return a stamped copy of their court filings to those URPBPA members who enclosed a SASE in their proof of claim correspondence with URPBPA. I have not been successful in finding out how many retirees and widows have signed up as URPBPA members, or how many riders they submitted to Poorman-Douglas.

So far there is no benefit loss for UAL retirees and survivors to claim. In its May 3rd Weekly News, the MEC Retirement Committee wrote: "We repeat what we have said many times previously---we have no knowledge that the A-Plan will be terminated." *Doug*

URPBPA Update

From: Jerry Terstiege, Secretary United Retired Pilots Benefit Protection Association

We have been made aware of some misleading and erroneous information that is being disseminated to retired pilots and asked our attorneys to provide a response for the members of the URPBPA Board. Rather than simply refuting these inaccuracies, our attorneys instead decided to speak to the issues. We have provided their analysis below for the benefit of all retirees:

To the URPBPA Board of Directors:

We would like to take this opportunity to emphasize some things URPBPA and its membership should keep in mind:

First, as we have said before and as it is stated on RUPA's website, United has not, to date, taken any of the required steps for terminating any of the pilot retiree pension or medical benefits. But this does not mean United will not, at some later point in time, attempt to modify or terminate such benefits. It will be our position that URPBPA's members remain entitled to receive their full "A" Plan pension and medical benefits.

Those people who may have been persuaded to believe that United will not or can not terminate retiree benefits or who have received misinformation about URPBPA should take note of a few important facts.

On page 78 of its Memorandum in Support of Debtors' Motion to Reject Collective Bargaining Agreement, filed on March 18, 2003 (a copy of which may be obtained at www.pd-ual.com), United made the following statement:

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

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

“These sacrifices leave no doubt that United has spread the burdens of saving the company to every constituency. Garofalo's *Finer Foods*, 117 B.R. at 370. The only exceptions to this rule have been the retirees. To date, United has not determined that it is necessary at this juncture to seek a distress termination of United's pension plans. Additionally, although United continues to analyze whether it will become necessary to seek to reduce retirees' medical benefits, United's present proposal does not include any such reductions. Circumstances may change, however, necessitating that the Company expressly reserve the right to revisit these issues as may be warranted by future developments.”

This statement shows that United may, at some future point, file a petition to terminate or modify retiree benefits.

Second, as it can be seen from the US Airways case, benefit termination proceedings can occur very quickly in Chapter 11 cases, often times leaving unorganized retirees with a very limited ability to defend themselves. Although a few groups of retired pilots formed and objected to the proposed termination of US Airways' allegedly under funded pension plan, these groups uniformly complained that the short notice period they received did not give them sufficient time to defend themselves. For example, the brief in opposition to the distress termination motion submitted by the Retired Pilots Association of US Airway (the "Soaring Eagles") stated that this hurried procedure eliminates the retired pilots' ability - and right - to take necessary discovery under Bankruptcy Rule 9014. As a result, if US Airways' motion is allowed to stand as is, US Airways will be able to affect this momentous, potentially catastrophic result of Plan termination with barely a whimper from the effected parties.

When the US Airways bankruptcy court issued a memorandum opinion on March 7, 2003 (the order is currently being appealed), it addressed this issue by acknowledging that:

Vigorous objection was raised by many of the objecting parties that 20 days notice, even if technically sufficient under the Federal Rules of Bankruptcy Procedure and the case management order entered in the case, was wholly inadequate as a practical matter, given the complexity of the financial issues. The court was not unsympathetic to that argument but concluded that the circumstances did not permit the hearing to be put off and required the motion to be promptly decided.

If US Airways succeeds in terminating its defined benefit plan, this termination will affect all of US Airways' retired pilots, including pilots who have been retired for more than 7 years. If US Airways' succeeds in terminating its pilot defined benefit plan, these pilots will receive the PBGC's guaranteed benefit, which will be lower than the benefit most of them received before plan termination. In addition, these retirees may receive some portion of their non-guaranteed benefits if the PBGC is able to recover enough money from US Airways or the terminated US Airways plan. The bottom line is that if the US Airways plan termination is successful, the benefit checks received by the affected retirees could be significantly reduced.

This leads to one of the most important lessons we can learn from the US Airways bankruptcy. If United's retired pilots are organized, they will be better prepared to defend against a petition to terminate or modify retiree benefits. URPBPA is in a better position to defend United's retired pilots than were the US Airways retiree groups because URPBPA is already formed, organized and preparing for the possibility that United may file a benefit termination petition.

Third, as we know, URPBPA does not seek to obtain any "extra compensation" for its members or any of United's pilot retirees. URPBPA does not have the legal authority and does not seek to redistribute the benefits United's retired pilots receive from the defined benefit plan (the "A" Plan). URPBPA seeks to defend, by whatever legal means necessary, the benefits to which United's pilot retirees and other persons receiving pilot retirement benefits are presently entitled. URPBPA hopes that United emerges from its reorganization without changing anything about the manner in which its pilot retirement benefits are structured and distributed. We know that URPBPA would consider all of its efforts to date to have been a great success if United never files a single motion in the bankruptcy court aimed at modifying pilot retirement benefits.

Fourth, determining whether and to what extent the "A" Plan is, in fact, currently under-funded requires the use of complicated actuarial assumptions. These assumptions are based upon demographics, projected interest and mortality rates and a number of other factors. Therefore, when people make offhanded estimates

about the extent to which United's "A" Plan is under-funded, the accuracy of these estimates cannot be accepted without competent, professional analysis.

Fifth, and lastly, RUPA is a social organization that has no responsibility for the actions taken by URPBPA. Although RUPA, as a service to its members, posts information on its website pertaining to URPBPA and a number of other organizations, RUPA and URPBPA are separate organizations with distinctly different goals. A suggestion by one retiree that RUPA has a responsibility to provide information to RUPA members about the United bankruptcy and that URPBPA should provide certain assurances to RUPA appears to be based upon that retiree's failure to appreciate the distinctly different purposes served by both organizations.

RISING MEDICATION COSTS

By Jock Savage, Editor

I have just become aware that effective July 1, 2003, all *Medcohealth* mail order prescriptions for brand name drugs will cost working pilots \$45 for a 90-day supply, regardless of whether there is a generic equivalent or not.. Currently, a 90-day refill of generic drugs costs \$10, versus \$20 for brand name refills. I have also recently received notification from my allergist about antihistamine medication refills as follows:

“As you are probably aware, the Food and Drug Administration recently made Claritin available "over the counter". This has caused problems for many patients because most insurance companies are strongly encouraging patients to take Claritin since it is available without a prescription and is consequently not covered under the patient's insurance plan. Many carriers are now reluctant to cover any of the prescription antihistamines; they have taken the position that, for most patients, these products are interchangeable and that the patient should try Claritin first. Although Claritin has helped many patients with minimal side effects, there are hundreds of patients for whom Claritin is not the best choice - either because another medication works better or because Claritin causes an intolerable side effect.

The Joint Council of Allergy, Asthma and Immunology and the Allergy Association of Northern California have both issued position statements stressing that:

- 1.) Antihistamines vary substantially in their pharmacology. A trained professional care provider should determine selection of an appropriate therapeutic agent after a medical evaluation. The selection of an appropriate antihistamine cannot be made for most patients without such an evaluation.
- 2.) The assertion that all antihistamines are identical in how they well work is not true. Studies in both the laboratory and outside in the real world prove that loratadine (Claritin) has been shown to be inferior to fexofenadine (Allegra) and cetirizine (Zyrtec) for many patients.
- 3.) Clinical studies and experience reveal that not all patients respond in the same manner to the same agents within the second-generation antihistamine class.

Notwithstanding these facts, most insurance carriers are now requiring pre-authorization for all prescription antihistamines. Pharmacy phone and fax lines are clogged. What used to be a routine process that took several minutes, may now take several hours or even days. Consequently, we must now ask our patients to re-order refill prescription drugs in a more timely manner. Please allow at least seven days for all refill requests. Also if possible, please anticipate medication needs and request prescription refills before the week-end when pharmacies are short staffed and we do not have access to your medical record chart at home.

Most of the insurance companies now require written documentation (often including a copy of your medical record) regarding patients' usage of antihistamines. In order to validate the usage of prescription antihistamines, we must review your medication needs in person to incorporate this information into the written pre, authorization request. This will help us increase the chance that your insurance company will cover the requested medication for you.

Keep in mind that for many patients, antihistamines, whether over-the-counter such as Claritin or prescription, are not the best first line treatment anyway. Preventative eye drops and nose sprays, which put the medication right where it's needed, frequently give better, more sustained relief. In addition, allergy shots, which make you less allergic and less likely to experience symptoms in the first place, usually reduce or eliminate a patient's need for medication very effectively.

We remain committed to doing our best to make sure that you receive optimum allergy care, including the medications that work better, with fewer side effects than the rest. However, we cannot force your insurance carrier to change its rules or do something it has chosen not to do.”

There are increases in medical insurance premiums in the offing. There are tough times ahead for those of us with only a fixed pension and social security to depend on. One might begin to wonder why the U.S. is the only nation in the western industrial world without at least a comprehensive single payer medical insurance system. Not only are there no answers, there seems to be little questioning why.

RUPAWEB NOW!

By Bruce McLeod, Webmaster

RUPA.ORG came on-line in mid February, 1998. The format was one of slow change and links to other sites of interest to retired pilots. Occasionally a "Hot Topic" hit the site, such as the virtual disappearance of pass travel charges. "9-11" changed things dramatically and emotionally in the Air Line World. Stocks went down, the world economy slumped and required "adjustments" were made by us all. But truthfully, not much happened that affected, (the pensions and benefits,) those of us already retired, that was not already being over-reported in the press and media.

Then, OUR United fell into Chapter 11!! Since that Chapter 11 filing on December 9, 2002, RUPAWEB has endeavored to keep you up-to-date with daily news, clues and factual information that might somehow impact our retiree future. So far the only changes to our benefits are re-institution of charges for pass travel and changes to the Companion Pass program. (As of May 26)

Since UAL and the various labor groups signed off on their new contracts at the end of April, the daily mentions of United Air Lines in the press have dwindled to almost nothing, except for press releases regarding schedule changes, leg-room in "Business", and the experimental sale of food on the shorter segments. . ALPA information is almost exclusively about implementation of the new contract, and general "housekeeping". None of those have any impact on our pension/benefit packages. On May 12, 2003, your Proof of Claim form was to be in the hands of the United's claims agent, Poorman-Douglas, so that is out of our "Headlines." Chapter 11 related news is now almost non-existent.

Therefore, RUPAWEB has returned to a format similar to pre-Chapter 11. It is not intended to leave you stranded; all news sources are checked regularly for any information that may impact your pension, medical, travel, and other retirement benefits. It will be posted immediately. Check "BENEFITS" and "THE NEWS". News about United and others connected to the industry are still available thru the "Chapter 11 Links" page sources. All the site links on that page remain.

Have a look around our site over the next little while. It is again a path to information and no longer a daily "news clipping service." Should it become necessary because of threats to our future, RUPAWEB will again become the "instant messenger".

Suggestions and feedback are always welcome. (Forget a "letters" page, or password access!)

About the Cover: Douglas DC-3

One of the world's great legendary aircraft and perhaps the most enduring of all. Originally developed at the request of American Airlines as a sleeper version of the DC-2 for transcontinental U.S. flights. The DC-3 with new luxury and speed were introduced on United Air Lines system in 1937.

Technical Data:

Type:	21 passenger 2 engine airliner	Power Plants:	1,200 hp Wasp
Span:	95'6"	Payload:	5,800 lbs.
Length:	64'5"	Range:	1,000 miles
Height:	17'	Cruising Speed:	180 mph

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

RUPA 2003 CONVENTION REGISTRATION FORM

NAME _____ SPOUSE/GUEST _____

E-Mail Address (if applicable) _____

The convention will be held at the Sheraton Gateway Hotel, 600 Airport Boulevard, Burlingame CA, just three miles south of the San Francisco International Airport. Call the hotel direct at **1-800-827-0880** to make your reservations, mention RUPA to receive the special rate of \$89.00 per night. You must make your own reservation. You are encouraged to register early so that the organizers can make the proper arrangements; you can always cancel if unable to attend and your money will be cheerfully returned.

COST AND FEES

	Number of Persons	\$ Amount
Registration Fee: \$15.00 per person	_____ =	_____
Tuesday Dinner Buffet: \$8.00 per person	_____ =	_____
Thursday Banquet and Dance: \$16.00 per person	_____ =	_____
Dinner includes Wine.		
Banquet Dinner Selection. Show the number of your choice		
Salmon _____ Roast Prime Rib of Beef _____		
Chicken with Scampi _____		
 Tours:		
Wednesday, October 29. Tour of the Napa Valley Wine Country		
@ \$36.00 each	_____ =	_____
Hiller Aviation Museum		
@ \$27.00 each	_____ =	_____
Thursday, October 30. San Francisco City tour and Bay Cruise.		
@ \$32.00 each	_____ =	_____
USS Hornet		
@ \$31.00 each	_____ =	_____
TOTAL	_____ =	_____

Complete the form and make a copy for your records. Determine total amount due and send a check made out to RUPA, along with the completed registration form to: Richard C. Bouska

2734 Crater Road
Livermore, CA 94550
Phone: (925) 443-4339
rbouska1@attbi.com

RUPA SCHEDULE OF TOURS

Wednesday, October 29

A tour of the Napa Valley Wine Country. The bus will leave the Hotel at 0830 for a trip across the Golden Gate Bridge to California's premier Wine Country. We will stop at the *Gloria Ferrer Champagne Caves* for a tour and tasting. Here you will have a chance to compare three different sparkling wines in a tasting room with a commanding view overlooking the Napa Valley. We next proceed to the Town Square in Sonoma, which is surrounded by several delicatessens, restaurants and small shops offering something for every taste. Lunch will be on your own. While here you will have an opportunity to visit an original early California mission. After re-boarding the bus we will proceed to the *Viansa Winery* and Italian Marketplace located on a scenic hilltop for another tour and tasting. Four Italian varietal wines will be offered for your pleasure. *The Italian Marketplace* features Gourmet food items and gifts. After boarding the bus we will return to the Hotel.

7 1/2 Hour tour Includes: Transportation, Wine Tasting, Tour costs and Gratuities.

All Inclusive Price: \$36.00

Or

A 3-hour afternoon tour of the Hiller Aviation Museum. We will leave the Hotel at 1300 by bus to view an aviation collection dedicated to man's concept of flight: past, present and future with a wide array of aircraft spanning the development of aviation since the early 1800's. *Hiller Aviation Museum* highlights the many historic advancements native to Northern California and shows how technology today will shape the future of air transportation.

3 Hour tour Includes: Transportation, Admission, and Gratuities.

All Inclusive Price: \$27

Thursday, October 30

A tour of the Best of San Francisco with a one-hour cruise on San Francisco Bay. We will leave the Hotel at 0830 for a 3-1/2 hour motor coach tour of the City. Some of the highlights will include Chinatown, Victorian homes, Golden Gate Park, Palace of Fine Arts, Presidio National Park, breathtaking hilltop panoramic views of the City from Twin Peaks and a trip across the Golden Gate Bridge. We will stop at Fisherman's Wharf. Here you will have an opportunity for lunch on your own and a chance to browse the many shops. You will then board a ferryboat for a one-hour tour of San Francisco Bay. The boat will pass under the Golden Gate Bridge, circle Alcatraz Island and give you an unusual view of the San Francisco skyline. After re-boarding the bus we will return to the Hotel.

7 Hour tour Includes: Transportation, Bay Cruise and Gratuities.

All Inclusive Price: \$32

Or

A tour of the USS HORNET. We will leave the Hotel at 1130. The aircraft carrier *USS HORNET* participated in two of history's most significant events: World War II and the recovery of the Apollo 11 manned lunar mission. You will be lead on a guided tour by our own RUPA members who are docents on this famous ship. The tour includes the Flight Deck, Navigation Bridge, Hanger Deck, Officer Quarters, Medical Spaces, Engine Room and many other compartments and passageways. On board are several aircraft including a TBM Avenger, F9F Panther, F-8 Crusader, S-2 Tracker, F-14 Tomcat and an authentic Apollo Capsule.

4-1/2 hour tour Includes: Transportation, Admission, and Gratuities.

All Inclusive Price: \$31

2003 Council 12 Retirement Party

Mark your calendars for *SATURDAY - October 18*

The Westin Hotel, O'Hare
6100 River Road
Rosemont, IL
847 698-6000

If we are missing a Council 12 Retiree or if someone appears on this list that prefers to retire from another Council, please contact: Ret. Capt. Bob Blackwell at (630) 325-2238 or leave a message at (630) 325-2236, Or – the Council 12 Office at (847) 297-2030 or email: ual12@CompuServe.com

Tentative List of Council 12 Retirees for 2002

Baker, Thomas W, Berridge, George, Bertrand, Randall L, Bristow, Vincent L, Brown, Robert A, Burkett, Candace L, Cambier, Louis, Cardona, Ramon A, Ciucci, Donald H, Clark, Garry R, Cokes, Jon A, Connors, Stephen, Counts, Jake S, Cubberley, Ronald C, Dameron, Tommy D, Darida, Denis A, De Armon, John A, Dohm, Robert J, Dorsey, Louis W, Duzet, William A, Eddy, Dean P, Fadner, Ralph W, Finklea, James D, Firestone, Kenneth T, Flegel, Michael W, Gaan, Michael R, Garten, David A, Gemignani, Ralph D, George, Wright B, Getz, Joseph K, CaGleason, Dale E, Graves, Donald G, Grote, Barry L, Hahn, Robert W, Handshaw, James M, Hanifan, William P, Harbottle, John C, Harris, Howard D, Harris, Lawrence H, Henshaw, James E, Holman, Peter R, Hutchison, Dryke J, Jameson, Richard C, Johnson, Brian L, Johnson, Gerald W, Keeley, Patrick F, Kero, Leslie A, Kitchen, Ronald P, Lamb, Thomas S, Lancaster, Clyde A, Longley, James C, Louis, Richard, Magda, Dale W, Mallory, Jay C, Maloney, Rick A, Maly, Donna L, Martin, Gary W, Martin, James R, Mashke, Richard J, Mattus, Kenneth W, Mcgrath, Douglas A, Meanwell, T J, Mendenhall, Mont L, Moore, John C, Moore, Mack R, Morehead, James, Morton, Thomas J, Motz, Donald F, Myers, Roger E, Neumann, Edward J, Nielsen, Arthur C, O'Brien, G C, Pate, Lowell G, Peterson, Craig K, Pisarski, Richard H, Poellet, Heinz F, Radsom, Steven S, Rayfield, Dennis E, Rider, Kenneth J, Ringwalt, David L, Rittmueller, David J, Roche, Thomas P, Ruscitti, Dominick, Santaella, Guillermo R, Schultz, Gordon G, Sellars, Roy O, Sharpe, Walter B, Shaver, Murry C, Sigtenhorst, Ted, Smith, Joseph S, Soliday, Edmond L, Stark, John H, Stewart, Robert W, Subaiya, David M, Sypniewski, Edward R, Thompson, Donnie R, CaTiedemann, Thomas W, CWeathersby, Kent T, Worley, Daryl J, Wren, James E, Wright, Russell G, Zon, Carter S.

TRIPPING OVER PENSION SHORTFALLS

STREET WISE By David Henry

Tripping Over Pension Shortfalls Underfunded plans have led companies like US Airways into bankruptcy and will compromise others' credit ratings and spending plans.

For the past three years, the damage from corporate pension-plan losses has been piling up like a slow-motion train wreck. As stock prices stayed low and interest rates declined, on average, plan assets have lost 15% of their value, while their liabilities have soared 59%, according to money manager and researcher Ryan Labs. The squeeze has vaporized surplus assets in nearly all funds. Pension plans of companies in the Standard & Poor's 100 index were showing a 16% deficit to liabilities at yearend, down sharply from a 30% surplus two years before.

Thanks to what had been a seemingly endless bull market and the magic of pension accounting, plans once boosted companies' reported earnings, typically by about 5%. But now the plans are sucking up tens of billions of dollars that companies might otherwise want to spend on capital investments and share buybacks that boost shareholder returns.

INFLATED EARNINGS. So great is the pension debacle that Washington politicians are holding hearings on it now, some 18 months after Wall Street first began factoring it into earnings estimates and stock prices. Poles worry whether the plans will have enough money to pay what will be due to retirees.

And they're fretting over how much corporations might have to pay in fees and premiums to support the Pension Benefit Guarantee Corp., the federal government-sponsored insurer for most pensions. The PBGC's own accounts have swung from a surplus of \$7.7 billion last year to a deficit of \$5.4 billion in the past 18 months as it has had to assume plan obligations for bankrupt corporations such as US Airways (UAWGQ). Usually by the time politicians hold hearings on a topic, the markets have already found out all they need to know and moved on. That's only partially true with the shortfalls in defined-benefit pension plans, which, unlike popular 401(k) plans, promise to pay specific benefits to retirees for life. It seems the markets have already learned to look through the illusion of pension plans, seeing how complex accounting for fund assets and liabilities inflated companies' earnings during the bull market and propped them up another couple of years afterward. The plans essentially made the market look less expensive than it was.

The problems are concentrated among a couple of dozen stocks, primarily those companies in the auto, airline, and paper industries. But it may well take a few years before it's really parsed out how crippled those corporations could be and how much of a pall their troubles could cast on the whole market. Public hand-wringing by politicians and actions by regulators to reform pension accounting will add to the sense of crisis. At the same time, some plan managers may start to pull some of their investments out of stock to buy bonds as a better way to align plan assets with liabilities, further depressing those stocks.

AUTOS, AIRLINES, & PAPER. The threat would ease if stock prices rose dramatically and lifted the value of plan assets. Also, a sharp rise in 10-year interest rates would do even more to cure shortfalls. But even those turns in the markets wouldn't solve the chronic problems of the most beleaguered companies. Concentrated in heavy manufacturing, such as auto and paper, and air transport, those outfits will still carry the burden of pension promises made years ago, when their businesses were stronger.

"An investor in an auto company, in an airline, or in any company that suffers from economic cycles while carrying heavy labor obligations is going to continue to have to look at these funding issues," says Adrien LaBombarde, an actuary with pension consultants Milliman USA. "For some of these industries, pension obligations will continue to be a recurring nightmare for years to come."

Nearly three-fourths of companies in the S&P 500 have defined-benefit pension plans. But most of those plans are relatively small, and their funding deficits are small enough to be managed. Only about 30% of the companies with plans have deficits that exceed 5% of their stock-market values, a ratio that implies they have the financial wherewithal to raise money for their plans, according to a survey by Morgan Stanley accounting analysts. In fact, the firm estimates that just 10 companies will account for more than one-third of funding shortfalls by yearend -- \$91 billion of \$249 billion in deficits.

CURTAILING CASH FLOW. The mother of underfunded pensions is General Motors (GM). Its plan obligations of \$92.2 billion exceeded the value of plan assets by \$25.4 billion at yearend, which is the only time virtually all companies report their pension obligations. GM's market value was only \$20.5 billion as of May 12. Ford Motor's (F) plans were also only about 73%-funded, coming up \$15.6 billion short of liabilities. Plan assets of auto-parts maker Delphi were \$4.1 billion short of liabilities, covering 58% of liabilities, according to a study of major plans by Milliman.

In the airline industry, pension obligations have already contributed to the bankruptcy filings of US Airways and UAL and added to the pressure on AMR Corp. (AMR). Delta Air Lines' (DAL) plans were only 58% funded at yearend, coming up \$4.9 billion short. Its recent market value was only \$1.7 billion. The numbers may be smaller in the paper industry, but the problems are still formidable. At yearend, International Paper's (IP) plans were \$1.5 billion short, and Kimberly-Clark's (KMB) and Georgia-Pacific's (GP) were each short \$1 billion. Boise Cascade (BCC) was \$610 million short and only 62%-funded.

Since the liabilities won't all come due for 10 to 20 years, the companies theoretically have time to work out solutions. But the need to catch up severely limits what they can do with their cash flow. The deficits also jeopardize their credit ratings. Last year, GM put nearly \$5 billion into its plans after raising a similar amount by selling bonds. What's more, government rules penalize companies that fall below 90% of re-

quired funding.

LONG-TERM PROBLEM. For investors, it's hard to know how quickly the companies will have to beef up plan assets. While they report funding levels annually according to generally accepted accounting principles, the government's funding requirements follow a different set of rules. The Securities & Exchange Commission is starting to press companies to disclose more about what they'll have to pay and when, but the rules are so complex that it's not clear how much more companies can accurately say. What's more, those with plans overseas fall under funding rules of other governments.

All of this puts a cloud over the market that's being noticed around the globe. London-based strategist Patrick Schowitz of HSBC Group recently looked at the pension problems of the S&P 100 companies. Though he noted their concentration among "a relatively small number of companies," he still concluded that they'll be a long-term drag on earnings and cash flow. He said they reinforce his negative view of U.S. markets. For some time to come, these long-term promises made to workers years ago are turning into long-term headaches for today's investors.

COURT REJECTS EXECUTIVE EMPLOYMENT RELATED CONTRACTS

Court Rejects Executive Employment Related Contracts On April 1st and 3rd, 2003 United Airlines filed a motion in the bankruptcy court to reject some executive employment related contracts. United's motion stated that in their ongoing restructuring efforts they have evaluated the Agreements in the context of the Bankruptcy Code and have determined that they are not necessary for the preservation of, and do not benefit their estate; and that rejecting the contracts was in their best interest. Contracts that were selected for rejection had 15 days to file an objection with the court, and if no objection was filed, the Contracts were automatically rejected. The Contracts submitted in the motion were:

Neil A. Armstrong, Andrew F. Brimmer, Richard P. Cooley, Gardner Cowles, Justin Dart, E. Mandell de Windt, John A. Edwardson, Thomas Gleed, James Goodwin, Gerald Greenwald, Walter Haas, Carla A. Hills, Lynn P. Himmelman, William M. Jenkins, Juanita M. Kreps, Charles F. Luce, Fujio Matsuda, John F. McGillicuddy, Harry Mullikin, Aksel Nielsen, Lauris Norstad, Frank A. Olson, Nicholas R. Petry, John C. Pope, Robert D. Stuart, Jr, Ralph Strangis, Stephen M. Wolf, Dennis A. Arouca, Larry D. Clark, David J. Dykstra, Richard Ferris, Patricia S. Fisher, Paul G. George, Gary S. Jefferson, Terrance Johnson, Janice Northcott, Richard Sowiak, J. Richard Street, Rodney Strickland, and Horace Tolle.

Of the 40 Contracts proposed for rejection, only Horace Tolle offered an objection. All 39 other contracts were rejected without objection 15 days from the date of the motion filing.

MORE ABOUT PASSES ON SOUTHWEST

In reference to Dick Ionata's article on pass riding on Southwest airlines in the April issue of *RUPANEWS*, he states that it is no longer necessary to have a letter of employment to get a pass on Southwest. I assumed this was now the new procedure and went to the Southwest ticket counter at PHX airport to get a pass and was told that I needed a letter from UAL verifying my status. When I showed him the article in *RUPA*, he checked with his supervisor and they said that according to their latest regulations, a letter is still required. He said perhaps it was a local waiver of the regulations only at LAX by the station manager. The qualifying letter is easily obtained by calling the Benefits center at 800-482-5236 and asking them to mail one to you. I thought I would pass this along for those outside of LAX wishing to get a pass on SWA. *Bill Dutton*

A RETRO LOOK AT FLIGHT ATTENDANTS

By Joe Sharkey NYTimes.com

A JET-SETTING book called "Coffee, Tea or Me?" got a huge amount of attention after it was published in 1967 and billed as a racy memoir by two saucy Eastern Airlines stewardesses, the attractive Trudy Baker and the beautiful Rachel Jones.

O.K., I know there are several objectionable adjectives in that sentence. Please bear with me.

The book got rave reviews and sold over a million copies. "Gives the lowdown on stewardesses; reads like a footnote to 'Human Sexual Response,'" burred Look magazine.

I know *Look* ceased regular publication in 1971, and Eastern Airlines went ignominiously belly-up once Frank Lorenzo got through with it in 1991.

I also know that "Coffee, Tea or Me?" (Bartholomew House) and its three sequels are regarded collectively as the force that breathed life into the image of airline stewardesses as free-spirited party girls living exotic lives in endless pursuit of men and adventure. I know that a generation of actual flight attendants rolled their eyes whenever the book - published right on the cusp of the women's movement - was mentioned. But I didn't know until the other day that the book was actually written by a man, Donald Bain. The real stewardesses who were billed as the authors of "Coffee, Tea or Me?" and its sequels were actually hired by the publisher to travel the country promoting it on television and in newspapers, which they did to spectacular effect. Their real names were not Trudy Baker and Rachel Jones.

Long out of print, the book is being reissued in June by Penguin Books. In the new edition, which features the same 1960's-vintage Playboy magazine-style cartoons that graced the original, Trudy Baker and Rachel Jones are still listed as the authors - though this time the words "With Donald Bain" appear below theirs. Oddly enough, despite the miseries and wholesale layoffs in the airline industry, stewardesses - who became known as flight attendants partly in the reaction to "Coffee, Tea or Me?" - are in some sort of cultural vogue these days. Flight attendants feature prominently in two recent movies, "View From the Top," with Gwyneth Paltrow, and "Catch Me if You Can," starring Leonardo DiCaprio as the celebrated 1960's criminal imposter Frank W. Abagnale, whose cons included a brief stint posing as an airline pilot as a ploy to provide cover to kite checks and, incidentally, date sexy stewardesses.

Curiously enough, Mr. Abagnale, the imposter himself, is quoted in the publisher's promotions about the reissue of "Coffee, Tea, or Me?" He hails it as "the original tale of the glamorous world of flying and the women who made it so," and adds, "Oh, how I miss those days."

Mr. Bain, meanwhile, is the ghost writer of more than 80 books. Among them are the 21 volumes in the "Murder, She Wrote" series, which became a popular television program. In those books, he shares a byline with the main character, Jessica Fletcher - who is, of course, fictional. He is more than happy to account for himself.

"Sometimes you get lucky," he says in his autobiography, "Every Midget Has an Uncle Sam Costume" (Barricade Books, 2002).

But luck had little to do with the success of the stewardess books that started his ghostwriting career. In a telephone interview, he explained that he got involved with the stewardess project while working as a young public relations executive with American Airlines and hoping to start a writing career. He already had a lot of experience as a business traveler, during a time when most business travelers were male. He said he was introduced to two Eastern Airlines stewardesses by an editor looking for a ghostwriter for the book the two stewardesses insisted they had in them.

"So we met, and they were very entertaining the first half-hour," he said. "But then they basically repeated the first half-hour's stories for the second half-hour. I realized they didn't have enough to sustain a book, and I was going to have to use an awful lot of my own imagination. But I got to work, wrote the book and assigned them fictitious names. And then they went on the road to sell it. The two stewardesses became so popular; interestingly enough, that one of them legally changed her real name to the one I had given her on the book."

His own name appears in the original book only once, in the dedication.

"I dedicated it 'To Don Bain, without whom this book wouldn't have been possible,' " he said. He also dedicated all three sequels to himself. He wrote six subsequent books in the same genre, purportedly the racy memoirs of nurses, schoolteachers, secretaries and others.

"They're all dedicated to me, " he said. "I always wondered if somebody was going to look at them all and say, "Who is this guy who all these young women are dedicating books to?"

He said he never publicly discussed the ruse until he wrote his autobiography. But over the years, the book was evidently used it as a come-on for dates amid rumors the real author was male. On a business flight with a film crew a few years after the first book appeared, he said, one of his colleagues playfully asked a

flight attendant if she had read it. "Her eyes lit up and she said, 'Not only have I read it, I know the guy who wrote it.'" Mr. Bain said, adding: "My ears pricked up. She said, 'Yeah, he was on one of our flights recently, and he's doing a sequel, and I'm going to be in it. We're going to have dinner to talk about it.' And I thought to myself, man, what have I spawned here with this thing? I didn't say a word."

When he wrote the first book, Mr. Bain admired flight attendants for their grit and joie de vivre in a world where newspaper help-wanted ads still were classified under "Men" and "Women." In the introduction to the new edition, he writes to today's flight attendants working in a radically different world in the skies: "Thanks for being on the front line of air-travel security. You have my undying gratitude for the tough job you do so admirably, and for allowing me to have had fun writing about an earlier era in air travel and your role in it."

Do today's flight attendants even remember the book? "Sure," said Rene Foss, a flight attendant who wrote a memoir, "Around the World in a Bad Mood" (Hyperion, 2002).

"Those were the good old days, I hear," Ms. Ross said yesterday by cellphone between flights in Minneapolis. "Frankly, I wish all I had to worry about was getting a date or running into an old flame in an airport. Today, you're more worried about getting fired or getting SARS."

CHEEP DRUGS

By GUY F. CASEY guycasey@earthlink.net

So often, we blame the drug companies for the high cost of drugs, and usually rightfully so. But in this case, the fault clearly lies with the pharmacies themselves. For example, if you had to buy a prescription drug, and bought the name brand, you might pay \$100 for 100 pills.

The pharmacist might tell you that if you get the generic equivalent, they would only cost \$80, making you think you are "saving" \$20. What the pharmacist is not telling you is that those 100 generic pills may have only cost him \$10!

At the end of the report, one of the anchors asked Mr. Wilson whether or not there were any pharmacies that did not adhere to this practice, and he said that Costco consistently charged little over their cost for the generic drugs. They gave the link to Costco, which I will include here, so that you can go and check prices for yourself.

<http://www.costco.com/> Costco Online pharmacy

I went to the Costco site, where you can look up any drug, and get its online price. It says that the in-store prices are consistent with the online prices. I was appalled. Just to give you one example from my own experience, I had to use the drug, Compazine, which helps prevent nausea in chemo patients. I used the generic equivalent, which cost \$54.99 for 60 pills at CVS. I checked the price at Costco, and I could have bought 100 pills for \$19.89. For 145 of my pain pills, I paid \$72.57. I could have got 150 at Costco for \$28.08.

I would like to mention, that although Costco is a "membership" type store, you do NOT have to be a member to buy prescriptions there, as it is a federally regulated substance. You just tell them at the door that you wish to use the pharmacy, and they will let you in.

I am asking each of you to please help me by copying this letter, and pasting it into your own email, and send it to everyone you know with an email address. And if anyone has other ideas of how to address this problem, please contact me at cleg@bignet.net

This practice is ridiculous, and just maybe, working together, we can do something about this.

On Monday night (July 22), Steve Wilson, an investigative reporter for channel 7 News in Detroit, did a story on generic drug price gouging by pharmacies. He found in his investigation, that some of these generic drugs were marked up as much as 3,000% or more. Yes, that's not a typo..... three thousand percent! Mr. Wilson did a thorough research, and checked out all the major drugstore chains, discount chains, independent pharmacies, and even checked on some Canadian pharmacies.

Thanks to member Casey for bringing this to our attention. We retirees will have to practice some stringent economies to compensate for the ever increasing price of drugs. Ed

LETTERS

HOWARD A. ARONSON—44 Horton Ln, New Canaan, CT 06840

Dear Cleve, Nothing new since my last year's report. I am still doing flight instruction and flying with the Civil Air Patrol here in Connecticut. I managed to get Rip Munger interested in CAP, and now he is all checked out. He and I are neighbors and we attend the meetings regularly.

I firmly believe that all those "pundit analysts" will regret their doomsday prophecies of UAL in the "failure and liquidation" mode. I feel certain that UAL will be a survivor solely due to the efforts of the employees (management not included). The determination of ALPA, AFA, and IAM to keep our proud airline flying and succeeding deserves the highest price! That goes for the ground employees also.

Give my regards to everyone. Sincerely, *Howie*

MARTIN BERG—13985 Pike Rd, Saratoga, CA 95070

Hi Jock, Jean and I made our pilgrimage to Kittyhawk. Aviation has been a big thing in our lives When I thought 100 years ago" first flight,"60 years ago my "solo" and 50 years ago our marriage it made me feel like a pioneer. *Marty*

All men are pioneers when it comes to living with the fairer sex. Ha Ha. Ed

HUGH BERRY—1812 Coldwater Ln, Lincoln, 95648 hjberry@earthlink.net

After seven months on an emotional rollercoaster of trying to sell our home, we finally got a contract last Sat the April 19th. We are to close May 16th, and close the 20th on the new home. Is that close or is that close. God is good!!! Our new address is listed above. We get the keys on the 23rd and start moving in the next day, Memorial Day weekend.

Love to all, *Hugh & Jobie*

KEN CORBIN—494 Shooting Star Pl, Santa Rosa, CA 95409 aerofan231@aol.com

It's been 15 years. Time does hurry along and retirement couldn't be better. Although this year has been a bit trying.

In October Shirley got run over at our front door. She went out to help a lady park and the woman

stepped on the gas instead of the brake. Ran completely over her and pretty well busted her up. There were a couple bad months, but now she is completely recovered.

Just as she was recovering I felt neglected I guess, so fell off a ladder and broke both ankles. Still not walking, but almost there.

All in all have much to be thankful for. Thanks for all the work and effort you put into this. *Ken*

GARRY M. DUNN—18 Arney St., Paeroa, New Zealand gmkdunn@value.net.nz

Dear Cleve et al, This was an active and interesting year for Marian and me. We were able to take a few trips and managed to utilize the retirees prerogative and get seats with little hassle from the airlines, but seem to get selected more often than chance would have it, for full search and screening from the security folks, which, I still seem to resent, and consider it a symbol that 9/11 has in fact changed life in the United States and not for the better, giving big government the structure to be oppressive, with our full consent and insistence. Anyway, it opened up some seats and we were able to get seats in first class on most of our trips.

We had two great trips to the Hawaiian Islands and a superb trip on the Danube, Main, and Rhine rivers from Vienna to Amsterdam. We were on the *Viking Line* for 12 nights and what a wonderful way we see Germany. We spent 3 nights in Vienna before getting on the ship. This was our 5th trip through Austria-Germany and it was a great way to see it.

Your hotel moves along with you. It was six days until we got to a city that we had visited before.

They had day trips and tours planned at each stop and it was all part of the prepaid tour. We took United to Frankfurt, Lufthansa to Vienna, and United from Amsterdam to Chicago, visiting there with our third son before returning to Tacoma.

While I have not really felt comfortable with retirement these last five years, I really didn't enjoy a brief stint I put in with Flight Safety Boeing, in the B737-800 simulators, either. It seems scheduling always wanted you there when you felt it was important to be somewhere else. So I re-retired.

To feel better about my self and to repay the Lord for our blessings, Marion and I accepted a call to serve in the Auckland Mission of the Church of Jesus Christ of Latter Day Saints. So these days we find ourselves in Paeroa, New Zealand, doing what-

ever is asked and whatever it takes and it is a lot easier to get out of bed in the morning. We will be here for eighteen months. I'm sure my golf handicap will go up as I can only slip away for a quick nine once in a while. We got full fare United tickets to Auckland the last week United flew there, and they upgraded us to business class. Mike Madrid was part of the cockpit crew. Our new address is listed above. *Garry*

CHUCK H. FITCH—450 SE Lacreole Dr. #124, Dallas, OR 97338 W7ENS@aol.com

Yo Jock: I was saddened to see an old friend's name under "Flown West".

Hi Broiles flew out of Salt Lake in the late 30s--early 40s while I was a radio operator there for United. We had a company softball team that competed against WAL, Thompson Flying Service, the U. S. Post Office, etc. Hi pitched for us whenever his flight schedule permitted. Never lost a game while he was at the mound! I recall he changed schedule once so he could pitch against WAL for the Airport Championship--and --guess what--he pitched a no-hitter and United won! (By the way he was not too shabby at bats either)

Those were fun days. And speaking of fun days----perhaps there may still be some RUPA members around who flew the old Boeing 247-D. Here is a picture of an exact model [*sorry we couldn't print it*] of the one now hanging in the Smithsonian in DC. I had it made by a company in N. Carolina called "The Hangar" cause this is the same airplane my wife and I flew on our honeymoon, Thanksgiving Day 1937 Portland to San Fran. (Reason we know it is the same is that her folks took a pix as we were boarding and the N-number matches.) Sure enjoy reading the NEWS Jock, even though, at age 88 this month, there are not too many familiar names. Keep up the good work! Regards, *Chuck*

PETE FRIEDMAN—112 Park Ave, Edgewater, MD 21037 410-956-6860 pfflyerB777@aol.com
As one of my old pilot buddies said to me, "Where the hell did our youth go?" I can remember my first layover in the La Richelieu in New Orleans. I was flying with Fred Tonyas (EWR) and Craig Willis(DCA). It was 95° outside, and we were all in the pool. The FAs, the pilots, and everyone in the hotel. I remember thinking, "How am I going to last 34 years of this?"

Well, I did, and lucky to have made it. I retired on 12/31/02 and the next day 1/1/03, they instituted a 29% pay cut, and that was luck too. What a mess we just left. I feel awful for our brethren who have to endure the "onslaught." Times have definitely changed. The 'old school' is gone, and they have cloned the pilot. Most of our public, and especially our wonderful legislators, don't have a clue what we do or did up there. A senator from North Carolina proposed that the pilot should never leave the cockpit. Once in there, no one comes in or goes out. Now, that's about the stupidest thing I ever heard.

Well, after DCA and EWR in the late 60s and early 70s, I went west and spent 15 years in LAX and DEN with a 1½ at TK. I got married finally in '89 and moved back east to Annapolis, MD and finished the tour in DCA on the 777.

It's still a little strange being out of work (although my friends said I never worked much anyway). I do miss the B777. It's the greatest video game ever invented. It was a wonderful show. I never imagined layovers in Paris, London, and Amsterdam. Thanks UAL for all the good times and the good people along the way.

For all you old friends who wish to stay in touch, the doors is always open. Look forward to hearing from you. *Peter*

JERRY & MARY ANN GOEBEL—6103 Woodland Stream Dr, Alexandria, VA 22310
jrgoebel@aol.com

Hi Jock, Cleve, and all. After a couple of years I thought I'd best write a short note so everyone knows that we are still alive and doing very well. Life has been rather quiet except for the UAL bankruptcy, war, financial markets going to pot, etc. Traveling has been pretty much limited to a 50th high school reunion in Evansville, IN (Mary Ann and I graduated in the same class), to Myrtle Beach to see our granddaughters perform in a National dance competition, and to Boise to see our other daughter, Jennifer, her husband and kids as well as our first great grandson and his parents. Mary Ann has been very busy volunteering at the grade school that the 2 granddaughters go to as well as helping with homework 4 afternoons a week while Judith Ann, the mother of the dancing granddaughters, works.

The DCA RUPA group and other projects keep me

off of the streets - except for Home Depot, etc. Seems as though we always need something. If anyone is interested in the DCA RUPA group please contact me at the above e-mail address. *Jerry & Mary Ann*

JAY A. HALSTEAD—2024 Summer Blossom Ct. Unit 102, Las Vegas, NV 89134 (702)228-8343
Cleve: Sorry for the returned mail! Like all the other retiree's we have been extremely busy. We moved from Vancouver Washington to Kona Hawaii and now onto Las Vegas. We play golf about every day. We have a new home under construction, It even has it's own golf cart garage. We are at Red Rock CC. If anyone is visiting Vegas give us a call.

Jay & Carol

BOB HARREL—1632 Desert Glen, Escondido, CA 92026 bobharrel2@aol.com
Dear Jock, On June 8, another birthday. The DC-8 on the May newsletter cover was like seeing an old friend. Never a dull airplane because of the several models we flew. Short, long, freighter, passenger, and long range (-62). Those long trips from JFK to HON, oh boy, and the all night trash haulers to SFO.

Of course, there are longer trips now, but bigger, more comfortable airplanes. Reminiscing is good as long as we don't dwell on it. It was long ago that we had Monte Cristo soap and a Clearoid cloth for our smoke goggles, "500 mile and hour" money clips we got when we flew those DC-7s, the Beavertail tie from the Convairs, ash trays with the picture of the new airplane we were training on, etc. 'Nuff of that.

Muriel and I are in good health, recently did a Hawaii cruise, and generally enjoying life. Check is on its way to Cleve. A big thank you to all the good guys that put out the newsletter and the other things that make RUPA work. Best regards to all my former compatriots. Too many in the obit list, but that's life! Fraternally yours, *Bob*

ALLEN J. HAYES—PO Box 1485, Zephyr Cove, NV 89448

Hi Cleve and gang....Great seeing so many familiar faces in the *RUPANEWS* SFO "Boys Night Out" If I weren't so damn busy, I'd a been there !! "Net Jets" is keeping me busy these days, formerly

"Executive Jet" It's a fractional ownership company now owned by Warren Buffett.

The flying is great- been to a lot of places I've never seen before- but challenging. Some ask me how it compares to airline flying and I tell them it's actually more difficult. In the airlines we have many layers of support, and therefore protection. In this world we're basically on our own, although this company at least has a dispatch. One of my copilots described it as a "minefield", and he's not far from wrong. It's easy to "stub your toe".....Had the honor of having JB Cockrell as my Copilot for several trips.....Yes, THAT JB.....We had a ball on the road, and hopefully we'll get a picture into you soon...As soon as JB develops it.....Imagine...2 former UAL Capts. in the cockpit together....MAYDAY !!

I've had a few inquiries about job opportunities at Net Jets, so thought I'd pass what I know along. As of this date (May 13, 2003) they are hiring a "trickle", hiring has almost stopped and they are not accepting even phone calls for applications since they have so many qualified in the pool already. But this company has big plans, and this is one sector of the aviation industry that is really growing. So I suspect hiring will continue when the economy comes around....Their main # is 800 228 6899
The pilots are represented by the Teamsters, and we're in negotiations now. Reminds me of my first contracts at United in the mid 60's. JB and I tear our hair out (what's left of it) at some of the efforts of the Teamsters, or lack thereof. But hey, they're new at it.

Still have a place in Hawaii and my condo at Tahoe--South Shore at Zephyr Cove. Would love to see my old friends. I'm in the book, give me a shout. My twin Navion is finally where I want it to be, and I'm entering it as a "flagship" contestant in the Navioneers fly-in convention in Idaho this year. Not sure how I'll be able to keep all this up if our pension goes south. I'm not usually a pessimist, but all you have to do is look at US AIR. Thanks so much for the great newsletter and great organization. *Al*

JACK HILDERBRANT, 1908 Pawnee Drive, Ft Collins, CO 80525 capjak@frii.com JFK, EWR, JFK, CLE, ORD, DEN, SFO, LAX

It's hard to believe that four years have gone by. Like so many others, I don't know how I ever had

enough time to go to work. The only thing that I miss are the layovers. I sure don't miss the all night trips back from NRT and the commuting. Between a couple of days a week building for Habitat for Humanity and a couple of days maintaining our local Boy Scout camp, boredom has not been a problem. I also have been serving as chairman of our local Eagle Scout Board of Review. If you have any concern about the direction of our youth, you should meet some of these young men. I work with about fifty of them each year and they are absolutely fantastic.

Except for a couple of reunions and funerals, we haven't done any traveling to speak of. Maybe that will change this year.

Check's in the mail and thanks to all of the people that make this fine organization possible. *Jack*

HOWARD E. HOLDER—5304 Hyada Blvd
Tacoma WA DCA SEA SFO 60 89
skhheh@earthlink.net

Dear Jock and all that make the newsletter possible, Since last year I did another Smith River, Montana kayak trip. Better weather this trip, and a most enjoyable trip. Summer fun now over, had to get the house ready for a new roof. Thru blind luck got a good contractor and a good job. Spent a lot of time on dental work, extractions, bone grafts, temporaries, implants, a flipper, and soon the \$30,000 smile. A year and a half project. Big trip of the year was a flight to Shanghai, cruise up the Yangtze River and three gorges, visit to the worlds largest dam, and visits to Chongqing, Xian, Beijing, and flight to Seattle just before the SARS thing got serious. Our trip leaders were Lowell and Jo Ann Biard of Astro Travel in Sumner, WA. Lowell was a former passenger agent for UAL. I highly recommend their trips as I also went to Africa with them in 98.

Hope to make Oshkosh this year. Birthday in May, but this will be late. Check to Cleve. Sincerely,

Howard

W. A. BILL HOYGARRD—12182 E. Amherst Cir, Aurora, CO 80014 hoygaard@mho.com
Enclosed (in mail) is my check for 2003-4 plus a little extra for the postage find. The past year has flown by and I will soon mark 10 years since retirement.

Despite the problems that I have with Macular Degeneration (diagnosed 10 years ago), I was able to renew my driver's license and look forward to tak-

ing our camper and heading for the hills this summer! The drought conditions in Colorado certainly limited our camping last summer.

I had experienced increasingly annoying episodes of difficulty in swallowing over recent years. In October 2002 I found myself unable to swallow anything. My nurse practitioner wife insisted on driving me to the ER to be evaluated. Spent two days in the hospital and following an esophageal dilatation (sort of a rotorooter of the esophagus), I was able to swallow fairly well. This procedure has been repeated twice more and I can swallow better now than I have been able to in years. Apparently this is due in large part to some genetic problems but probably some "reflux" is also involved. I know this will need to be repeated in the future but at least I now know when I need to make an appointment and have it done before I experience severe problems.

We have not traveled by air much in the past year but Eve says we are going to be heading for Europe this fall. Our summer plans include a driving trip to Idaho, Montana, and Wyoming that will include time in Yellowstone with my two grandchildren and a week at a working ranch (I will not work, but hike and target shoot!) in south central Colorado with a great group of people. Looking at the summer calendar, it seems we have lots planned. Eve is still working about half-time but has pretty flexible hours which allow options in scheduling travel. I appreciate the information that RUPA has been providing during the times when it often seems that the only news we see or hear about UAL is somewhat biased. The monthly RUPA luncheons are enjoyable!

I remain hopeful that UAL will emerge from bankruptcy as a major player in the airline industry. It may not look like the UAL where I worked but I certainly hope it will still be providing retirement benefits for many years to come! *Bill*

ED JUDD—3822 Calle Tiara, San Clemente, CA 92672 cptlj@aol.com

Once again a big thanks to all you nice people whose time and effort make the news possible each month, you do a great job.

It's been a nice year for Lorraine and me she is recovering very well from the colon cancer op a year ago, the doc's say things look pretty good. We have had to stay pretty close to home the last two years,

so our social life and travel plans have been on hold.

My health remains good, and I keep out of trouble by doing work for our community, and I still belong to the CAP, and do some flying in the Baron for the Air Force and Customs thru the CAP.

My young beach volleyball friends continue to allow me to participate in the game only because I tell them I am sixty years old. The other day my game partner, who grew up in the community, said to me: "Ed, I don't want to upset your game; but you've been giving that same age for sixteen years now."

My very best to all my old friends out there and you take care. *Ed*

MICHAEL P. KAUFMANN—117 Phelan Ct, Santa Cruz, CA 95060

Howdy RUPA, Thanks for your efforts for another year. It will be 5 years retired in September and my, how time does fly!

Recently I got a nice little 12 foot kayak to paddle around the waterways of Santa Cruz and this week tried my first beach launch! And roll she did! On her side. I got the nose going straight and then a small breaker would hit and kick the bow sideways and over she'd roll and dump me out and fill up with water and sand! Oof! I learned not to try to control the boat while a wave had it, because it would kick me around. So, I tried again. Same deal, but I got a little further out. So then I sat down and tried to figure out what I was doing wrong. A beach patrol guy came over and told me there were better places to launch. Well, I was getting a little tired and thought I'd try one more time. This time the mother of all gentle beach waves came in and told me to try another day! Back to dock launches for me! I think I bruised my ego. And a few other joints and extremities. *Mike*

DON & NANCY KINCAID—314 Torrey Pines Pt, Naples, FL '60-'92 EWR,DCA,JFK,CLE,ORD
Greetings to one and all from southwest Florida. Still engaging in my usual activities, although sometimes at a reduced pace. Enjoy the comradery with the guys and gals that show up at SW FL RUPA meetings. Seems to be more of those - 'junior' guys every year.

My condolences to the love ones of brothers who have flown West. I hope the airline can pull itself out of the situation it's in as the result of its illustri-

ous leaders, ALPA included from what I'm hearing recently. Hang in there!

P.S. Good move on club visitation to Pres Rich.

Don – dwkincaid@earthlink.net

H. CLAIR LILLEY—7705 Zircon Dr. SW, Lakewood, WA 98498 hcltac2@hotmail.com

Dear Cleve, I am back to normal, enjoying good health, after a triple hi-pass. I have dropped some weight, now down to a trim #170. Those interested on my winning diet, I claim the secret is oatmeal & Viagra though I have been known to exaggerate. It is my hope that UAL will survive and the present employees will enjoy retirement as I have.

My best wishes to all, plus my appreciation for the workers who make RUPA possible. *Clair*

DAVID L. LINK—10767 E. Santa Fe Trail, Scottsdale, AZ 85262 dvl491@aol.com

Hi Cleve. Today's date is May 14th. *RUPANEWS* arrived yesterday. I leave for Boston Saturday to do proud papa duty at Dght. Becky's Doctoral Graduation. Thence to IAD,LHR, and Johannesburg. Checks in the mail- God I love saying that. Hunting, Fishing, and Golfing are keeping me busy. I am a bit concerned that I cannot now file a Proof of Claims Form, since I didn't file before on advice from ALPA and articles in *RUPANEWS*. My own fault of course, to believe or trust anything in print.

Thanks for your and folder/stuffer's above and beyond duty. Regards to all--*Dave*

BOB & KATHY LYNCH—325 Clifton Ave, San Carlos, CA 94070 blynch@mail.arc.nasa.gov

Hi Jock & Cleve: I'm sending this via e-mail to both of you with postage check to follow.

Eight years now and counting. Kathy and I are still blessed with good health. Did our usual trips this past year to Carmel and our place on Kauai, and expect to do an instant replay again this year. We added to that a trip to Orlando in April for our nephew's first communion and we have a family reunion in South Carolina coming up in June. Not real exciting stuff but it works for us.

Tickets are so cheap we have just been buying them rather than going through the hassles of pass-travel. Now that we have to start paying again, makes regular tickets look even better. As an example, we purchased round trip airfare on UAL from SFO to

Charlotte for \$296 each including tax. Plus, we upgraded to first class with our miles. That's only about a hundred bucks or so each more than passes now cost. No wonder the airlines can't make any money. Can't even buy gas round-trip for your Honda for that. It's probably cheaper to ship your RV via airfreight these days than to pay for the gas to drive it cross country.

We've met our three-vacations-a-year minimum again this past year although we haven't made our usual trip to Europe. Got an invite to speak at an Airbus conference in Rome in September but we're already booked for Kauai on those dates. Oh, well. Always hate to pass up a free trip to Rome or, like any good airline pilot, a free anything for that matter.

After all the bankruptcy turmoil at UAL, makes me glad I'm still gainfully employed at NASA. I am still enjoying the work in addition to the comfort-level provided by the income.

Kathy and I have been invited to attend the ALPA National Professional Standards conference in Chicago again this year. We have really enjoyed seeing the program "grow up" right before our eyes. Doesn't seem that long ago when we put on the first national Professional Standards conference in Washington DC in 1992. And now Kathy is serving as Co-chair of the AFA Council 11 EAP/ProStan committee. She should be pretty thoroughly trained by now after all the ALPA conferences she's attended with me over the years. Plus, they sent her to the George Meany Center in Washington DC for formal training last month.

Time sure flies. Has it really been 18 years since 1985 when (most of us) carried our picket signs in front of SFO and other airports around the system? Hard to believe it has been that long. Some of our sons and daughters may have to carry them again sometime in the future to get back what they have been forced to sacrifice in the past few months, primarily because of the lack of competent airline management over the past 10 to 15 years.

Yes, the economy and 9/11 didn't help but I think most of us now realize that management has seized the opportunity, with the acquiescence of short sighted political leaders, to strip away years of hard-won working conditions and fair compensation. With the new found money, the airlines can now start a few more "low cost" airlines or buy some more hotels and rental car companies. Any-

body tried buying a ticket to Osaka on Jet Blue or Southwest?

More likely, management will congratulate themselves with more big bonuses and stock options (yes, airline stocks will now go up after they dumped our ESOP stock). Don't know where they're going to get more money when that all runs out. Maybe fire a few hundred vice presidents or take some (real) executive pay cuts. What a concept!

Oh, well. That was my political statement for the year. Sorry, Jock. Please send all letters with opposing views to the address above, not to Jock. I'll file them in my circular file along with all my old Dick Ferris videos and threat-letters.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Maybe when I retire for real, I'll have enough time to do my share of the work. I must again congratulate Jock and company for the very professional and informative publication that arrives at our door each month. Great job!!

Good luck and good health to all of you during the next year. Maybe I'll retire for real next year. Or, maybe not - Fraternally - *Bob*

ANDRÉ G. MANTHA—657 Carlston Ave, Oakland, CA 94610 agmantha@ix.netcom.com

Dear Jock I just received the May edition of *RUPANEWS* and it reminded me that May is my birth month.

I wanted to add my thanks to the many others for the great job that you and Cleve do for us all. I saw the photos taken at the BNO and everyone looked great [trick photography?] and I wish I could have attended, but it seems there is not enough time to do all that we want to do these days.

Pauline and I are in good health and we hope that yours Jock keeps improving. Till next year. *Andy*

CHARLES A. MCKINNON—121 Parkway Dr, Trussville, AL 35173 cmckinnon@charter.net

Dear Cleve: So sorry to be late with this years check it was good to get to met you at the BNO in Feb. I am glad to see you up and looking good. We would all have a tough time staying connected without your work and that of all the rest of the RUPA workers.

Good luck and good health, *Chuck* Tracy, 1940

JAMES P. MC MILLIN—PO Box 156, Madisonville, TX 77864 1940-1976

This last year has been a long year in many respects, but it seems that each year goes faster than the one before. I surely do miss Jan but life goes on. I have been retired twenty-seven years, moved here from Denver almost four years ago—unbelievable.

I stay fairly close to the airline problems because Jim is still flying for Continental. Hopefully, the good years will return to all involved. In the meantime, I'm living in the house that Jan and I built. There are many good friends here. This is a great community of almost five thousand. Enclosed find check, the surplus is to be spent to increase the pleasure of your "stuffing." *Mac*

HAROLD H & JANET MEYER—2922 E. Fremont Dr, Littleton CO 8012252/ 85 SFO DEN MIA SFO ORD DEN

Another year older and the future is even cloudier. I see some good signs like traffic is picking up, some -400's are being brought out of the desert and the wife is closer to being recalled yet again, so will dwell on that.

Our health seems to be good and I didn't really need all that money I had invested in stocks anyway. Maybe next year will show that the cream of airlines will rise to the top again. *Hal*

DENNIS P. MORELL—157 William St, Catskill, NY 12414 dpmorell@aol.com

Hi Jock & Cleve, The old check is on its way. It's really true that the older we get, the speedier time goes. A great big thanks all of the RUPA volunteers who make this a top notch organization. I have thoroughly enjoyed the *RUPANEWS*.

I'm a little late with the check this year cause Joanne and I just returned from our lengthy motor home trip through the sunny south. Didn't miss the New York winter one little bit. Next year we're going to leave earlier. We also had a great time in our time share in Cabo San Lucas in January. Saw lots of whales and no snow!

Howdy to all of my fellow RUPArians. All the best, *Denny*

CHICK MORRILL—2775 Ranger Rd. Clover, SC 29710 Chickmorrill@aol.com
Only a month late this time! What a crazy year,

just when you think this retirement thing is going well a giant blip appears on the screen. Hopefully all will be resolved and no one will be hurt too badly.

The farm [ranch] has kept us busy this year, and really haven't traveled. It's such a hassle between just getting on and security. i.e. CLT/FLL.

The RUPA cruise was OK- Ship too big, hard to find each other. Hopefully a smaller ship or maybe a resort. Have a reunion this October with my old fighter squadron, their will be a lot of memories and catching up to do.

Keep up the good work on *RUPANEWS*, we really enjoy it. *Chick*

DAVID L. MUNYON—914 White Hill Cir, Henderson, NV 89015 dlmunyon@lvcm.com
Cleve: I told myself I wouldn't say this but "Where did this first year of retirement go?" I didn't know entirely what to expect, but I never thought I would be worrying if the next check would come, and if it would be good. We haven't done much traveling this first year, I've been busy fulfilling my greatest fantasy - staying home for awhile. Not that it matters, but apparently business is so bad at UAL that we couldn't get on a pass here in Las Vegas even if we wanted to.

My commodity trading has improved greatly now that I'm home every day, and not on the other side of the world strapped to a 400. Bonnie is still flying (LASSW), but trying to decide if she wants to join me in retirement. It's sad, but somehow it's just not the same out there anymore. Sorry to be a little late with the check but you know how it is. Nothing ever gets done on time when there is always tomorrow. *David & Bonnie*

GEORGE & HEATHER NIXON—55 Fossil Cove Dr, Blackmans Bay 7052, Tasmania Australia. 66/95 SFO

My new E-mail address is george@georgenixon.com my phone number (if any of you happen down this way) is 0011-61-03-6227-1936.

Dear Cleve and Jock: Cleve glad to hear the Brachytherapy is working for you. Jock, you and the other survivors of the Big "C" are always in my prayers.

First I have a writer's error to correct from last year; Tasmania is not the seventh state in Australia,

it is the sixth of six.

When taking physicals and chest x-rays for the immigration process we found that I had early stage lung cancer. Long story short, I had the upper lobe of my left lung removed along with several lymph nodes nearby. So far no return of the cancer, I get a chest X-ray every 4-6 months.

I have been able to transition from prescription drugs to control; blood pressure, cholesterol, and prostate to natural vitamins and nutritional supplements.

We sold our house in California last May, and even though it had a mortgage we made a nice profit.

We bought a beautiful 4-acre waterfront lot with a 3600 sq. ft. contemporary home. Our place is about twenty-five minutes from downtown Hobart (the capital city) and about forty minutes from the airport.

Last Christmas Heather and I were visited by our son and daughter, it was good having the family together again in our new home. Life is very good. We have cable TV and get CNN and great American news coverage and don't feel left out of current events. We have toured most of the island and are still greatly impressed with the diverse scenery and the wonderfully friendly people.

The Aussie dollar is still gaining on the greenback at last report it was .6195, we still find the cost of living quite reasonable and the quality of life to be unbeatable.

This sure beats following Roy Rogers into the desert. Happy Trails---*George & Heather*

HERBERT M PETITT—13640 Dornock Ct, Herndon, VA 20171 sendfast@aol.com

Dear Cleve, Greetings from water logged VA. I suspect we'll be wishing for the wet weather and cool temps in August.

One year into retirement and just like they told me when I hired on, "time fly's when you're having fun!"

Many thanks to everyone involved in making the RUPA news a great publication. Regards, *Herb*

WILLIAM E. POGUE—596 Utica Ct, Sunnyvale, CA 94087

Late for last year, but on time for this. My wife, Johanna, and I really enjoyed the RUPA cruise, seeing so many pilots who I knew. That made the cruise extra special. Meeting some of the pilots'

wives for the first time was also special.

I am certainly glad I went to Boys' Night Out this year. What a great turn out and great time we had. I will try to be more prompt with my dues for next year. *Ed*

JOHN T. RODERICK—1540 Millview Dr, Batavia, IL 60510

Dear Cleve, Enclosed are my May birthday dues. Also sent is an article that appeared in the Apr. 13th Chicago Sun-Times. It is taken from an upcoming book by a Wall Street business writer (Weaver) titled *THE SHAME OF THE FRIENDLY SKIES* explaining the relationship between UAL ALPA and PAL management. Interesting!

I'm still playing with and repairing toy trains and building airplane models. Also still selling out-of-print aviation and WW2 books from the 1900's to 2002. Anyone wanting a listing please send a 37c stamp.

Daughter Tracy gave us a grandson last Sept. and is living near Purdue. Daughter Kristen is working for United in graphic arts and son John seems to be a life-time college student (Oh, well). Wife Nancy is still a stew (oops! flight attendant) for UAL (34 yrs.) at least till John gets out of college. Still miss my CLE Crazies and hope to make a trip to Wooster some 3rd Thursday. My best and thanks to all who work so hard putting out the *PUPANEWS*.

Jack



"BUMP, BUMP, BUMP THE WHOLE DAMNED TRIP!"

NORBERT (NORM) RUPP—2608 Newlands Ave, Belmont, CA 94002 mnordicn@earthlink.net
Dear Jock and Cleve, A little late again, I'll try and do better next year. I just read the March and April additions of the *RUPANEWS* and find that I can not add anything that has not already been said about the very sad state of affairs of the once great airline. This last week I spent some time with a neighbor that is a mechanic at the maintenance base. He missed the 1991 cut of their new contract by just three months, and to make matters worse his ESOP had a value of \$ 80,000 at the high and is now worth \$2,000.

When I look around and see people in unfortunate circumstances that are no fault of their own, I'm grateful that Connie and I have had such a good life together. We are both in good health, living life as participants and not spectators. We've taken trips and cruises but most of our time, other than that, was spent with our family and fighting legal battles to protect four High Sierra Lakes from the water grab of El Dorado County. *Norm*

CHUCK STAMSCHORR—686 Orange Ave Los Altos, CA. 94022

I think this qualifies for being on time. Today is my birthday and also Saddam's. I made it, but hopefully he has missed his. My wife still thinks I belong to the reunion of the month club. Lots of Military functions to attend. This month alone I attended the F-86 Assn. and the River Rats 30th reunion in LAS, then on down to PHX for four days of golf and another reunion at Luke AFB. There is always something going on.

Last big trip was to Queenstown, NZ in October for the Air New Zealand "Rosebowl". This is the tournament Cleve Spring mentioned in the last *RUPANEWS*. (Advertisement) This year we are hosting the tournament in the USA. Come join us! It will be held in SAC and we still have some openings in case anyone wishes to participate. We can guarantee you'll have a great time, meet some super people from down-under and enjoy a terrific four days. The package consists of four nights at the Embassy Suites and includes four breakfasts, three lunches, four nights of hospitality suites from 5:00 PM till ?, two rounds of golf with cart, one day trip on Tuesday for everyone (full day of events), something planned for the non-golfers on Monday and Wednesday, golf prizes, and the Wednesday night banquet with entertainment. Golfers \$495 and \$445 for non-golfers. This all happens from

Oct. 19th thru the 23rd. If anyone wants additional information, call Jerry Paulsen at 650-851-3189 or me at 650-948-2309 and we will be glad to send you an entry blank. *Charlie*

RUSS STEPHENS—2537 103rd Ave. SE, Bellevue, WA 98004 '41-'78, SEA, DEN, LAX, Boeing 247 to 747 sborgford@attbi.com
85 years old and reminiscing: When I was promoted to Captain I joined President W.A. Patterson in his private suite with a sideboard loaded with liquor at the Multnomah Hotel in Portland, Oregon conversing for an hour or two. With the birth of our baby, the company sent us a lovely blanket, in our case a pink one for a girl. On crew layovers in Cheyenne, all crews were invited to Pat's box for Frontier Days. And in Seattle, we were invited to the Space Needle with our spouse for lunch with "our President." We had layovers in Tokyo long enough to climb Fujiyama with Jim Going. When leaving Vancouver, B.C. for Fairbanks or Adak there were no radio facilities to navigate by until abeam the commercial broadcast station in Juneau which would guide us down through the clouds Northbound over the strait to the ocean. We would then make a very wide right turn with a quarter mile visibility Southbound down the Gastineau Channel looking for the airport - and if you could see the bridge you'd, yell "Hey Clarence (Savage) we've gone too far!" When on a Bill Arnott Alaska charter between the Diomed Islands you sat in Russia and your co-pilot sat in the United States. I remember PX'ing company on the hour over some very remote Indian village that the dispatcher couldn't find even on an Alaska road map. And I recall when you could invite your neighbors on a tour of a B747 (one B747 just sold to Dubai Air Wing for \$55 million as the balance on its debtor-in-possession to term load) and walk the whole group out on the open ramp showing them the lower galley up to the cockpit and the bar behind. One tour I took my rather over weight next door lady neighbor. The two of us went in the elevator down to the galley. If a circuit breaker had popped I would still be there! I remember my last trip with an open cockpit door when I could converse with anyone who wanted to come up front and have a free drink with the Hawaii bartender; or I could go back and talk to the 388 passengers or 15 flight attendants. A reserve Captain was on board to bring the trip back from HNL so my "must ride" family could spend a few days with me at the Marine Surf.

There was a farewell cake in LAX dispatch with many good wishes before boarding and leis for all upon arrival.

I wonder if I will live long enough to see those days return. *Russ*

ROBERT J. STEWART—260 Windship Dr, Port Townsend, WA 98368 stewartrjim@cs.com

Dear Cleve, Enclosed is my check for the yearly dues. This past year we managed to remodel our bathroom and bedroom. Hopefully next year we will be able to remodel our kitchen. We are not looking forward to the mess, but we are looking forward to the new kitchen. Maybe if we are lucky we will still have some time to use our boat. Sincerely, *Bob*

E. D. (AL) TEEL—601 Belmont Ave. E. Apt B11, Seattle, WA 98102 edteel@worldnet.att.net

Hello Jock and all others out there, we all owe a lot to the gang at *RUPANEWS*. Many thanks for the excellent publication.

It has been a year of great concern for all of us under the good old UAL wing. I read with interest the many comments for the cause of this crash landing and it seems it is easier to do the Monday morning quarterbacking than to plan the Saturday morning strategy. Notwithstanding golden parachutes and the like, I think at least a little bit of fault could fall on all of us.

I read with disgust the Wolfe interview in the *WSJ* this week. It was a hell of a stretch, in my opinion. The saddest thing for me now is to see the other airlines attempting to control their expenses on UAL's blood which puts still another handicap on UAL in the public marketplace. As they say, life isn't always fair.

We are all up and about here, doing business and such as usual, albeit a bit slower. Just finished a 5,300 mile trip by motorhome to visit an ailing elder brother. I feel a little like I used too after a Seattle to Hong Kong trip nineteen years ago. Still involved in some condominium work and run the eight bells program at the yacht club. Both keep me busier than I was in my working days. Check is in the mail. Regards *Al*

J. FRED THOMAS—8932 Biscayne CT. 1318F Huntington Beach, CA 92646 LGA, MDW, ORD, LAX

Well, two more days will bring number 84, and the househusband chores continue. It's like "woman's work is never done", but we see and know many with greater problems. I am on every charity and political fund raiser's list. The clutter overflows off my desk. I wonder who put me on the KKK list! I give considerable, but the shredder gets its share. Our lives and health are above par for our age group, but we did get away on a cruise last November. We flew to Beijing and toured there and the Great Wall for four days, before the bus ride to board the *Regal Princess* at Xingang for the 16 days of cruising and touring. We visited Pusan, Nagasaki, Shanghai two days, Hong Kong, Nha Trang and Ho Chi Minh City, Singapore and Bangkok. There were pockets of slums and depression, but in general, we were surprised at how modern and up to date the cities are becoming. It was more than evident where our jobs and corporations have gone. As soon as we finish dissipating our natural resources, it is likely that China will be the next Super Power. It isn't likely in our day, but the younger people should give it some thought.

Whatever, thanks to the folks who get the *RUPANEWS* to us. Best wishes to all. *J. Fred*

TERRY K. TRUE—1746 Bellflower Cir, Libertyville, IL 60048

I almost made it during my birth month this time. It's been four years now since I set the brakes on the B747-400 for the last time. The past few years have been busier than ever. I didn't really realize how good I had it with the old United Airlines. (Glad that I'm not still on the payroll during these turbulent times.)

I've been flying for DB Aviation, in Waukegan, Illinois (UGN) for three and one-half years now. I'm currently flying the Citation Excel, Challenger 600/601, and Falcon 900. I've been Chief Pilot for the past eighteen months. It's a different world, and keeps the old brain cells working. I'm really enjoying my second career, and while I know that it's not for everyone, I hope to keep at it until I can no longer pass the First Class Medical.

Jerry continues to fly as a United F/A. She gets more and more junior as the cutbacks continue, but is still hanging on. Like all of you, we watch the demise of United with a great deal of trepidation, and keep our fingers crossed that the company will emerge from bankruptcy intact. Keep up the good work! Sincerely, *Terry*

WALLY WELLER—130 Marine Dr, Blakely Island, WA 98222 SEAFO 6/1/64

Jock, One encouraging sign is that after 8 years of retirement, I'm probably no more forgetful than the average. My dues are in, and here's word of us. Joanne and I are doing fine and enjoying a somewhat remote lifestyle on a non-ferry island in the San Juans of WA. We live on an airstrip by the beach on Blakely Island, so both flyers and boaters are welcome. Ph. 360-375-6047 to be sure we're home. My maximum travel is barely Joanne's minimum!

Those of you who flew with me probably remember my blathering on about my Seawind homebuilt amphibian. After several slow starts and about 14 years, it should fly this summer. How's that for weasel words? Meantime, I scratch the itch with a Lake amphib.

Our two childrens' families with four grandkids live in the Seattle area, and life for us is good. Keep 'em flyin'. *Wally*

JOSEPH G. WEST—1620 NW Dixon St, Corvallis, OR 97330 connie.west@attbi.com

Jock, I noticed your exchange with Rick Davis in the March issue {#524} and would like to give a comment or two inspired by that.

The subject was politics and its place in our discussions. My remembrance of the decision to keep the dialogue apolitical is that the previous editor had some definitely strong political views, and didn't hesitate to express them in the News. He included one liners in just about every month's issue. It was my perception that some BOD gentlemen who had different views were aware that the News was read by folks other than pilots, and they took the "we don't want people to get the wrong idea." attitude. To me, this is the attitude taken by so-called moderate Republicans.

My thoughts are that the term "moderate Republican is a political oxymoron. I think you made a Herculean effort to maintain the "apoliticalness", but there were some gentlemen who made that a seemingly impossible task. Some felt the need to describe themselves as "flaming Liberals." Even Joe Purves in #490 {May 2000} opined that politics and religion were two important topics, and should be discussed. I had thought you agreed with him, but find in rereading that you said "politics and religion are indeed important subjects, and worthy of discussion, but this is not the proper venue."

All this is to say that we are extremely fortunate to have Jock as our editor, and we owe him a vote of thanks for the years of excellence and hard work.

Sincerely, *Joe*

P.S. I find that I left out some information I wanted to include: I live in a University City {Oregon State}, and am probably qualified to teach "SR 106" Advanced Stroke Recovery, since I have been at it for the past 16½ years. I haven't written a textbook, but can give one on one instruction. I find myself living in a Community that is very nearly ideal for a person recovering from a stroke.

Thanks for the memories, Joe, there were times when I felt that I should have had a whip and a chair in keeping some semblance of order and moderation in these pages. But times change, and those who favor their political argumentation with religious fervor and personal attacks now have appropriate sites to do so; besides the Bush administration's economic and anti-pilot actions may have left vociferous Republicans (a tautology?) a bit thinner on the ground. Ed.

TIMOTHY J. WESTON—11248 Skyview Ln. SE, Yelm, WA 98597 timandmyrna@ywave.com

Hi Cleve, Sent my check via snail mail. Another year passing for Myrna and myself. Known each other for 46 yrs and married 42. Life is pretty good. One more year and it will be sign up time for Medicare and all that other bureaucratic trek. I was told when I retired that everyday would become Saturday and there are no more days off. How true. Realize now how nice it was to go to work to rest up.

Still picking away at the PA-12 restoration and should be flying later this year. Angel Flight remains a great way to see somewhere new each flight. The Baron still purrs and the radios and GPS work well.

Thanks for all the hard work at keeping the retired troops up to date. All the officers put in a lot of their free time to get the NEWS published. *Tim*

NORMAN E. WITT, SR.—4013 Via Campesina, Palos Verdes Estates, CA 90274; norm-witt@msn.com; Ham Radio Call: WI6TT; LAX 1956-1988

My 76th was on May 2. My longest trip in the past 3 years was to NAS North Island, San Diego on March 3, 2003 to meet my grandson, Pvt. Andrew Chambers, USMC Reserve. His training group ar-

rived by helicopter after 5 days on San Clemente Island on "patrol duty". Most of the Marines were teenagers or in their early 20's. Most had little sleep for 24 hrs. or more and had been existing on field rations. It was part of their combat-survival training. The troops were then bused to the Naval Amphibious Base on Coronado Island for about 4 hours of critique before they were released to eat (at about 2 pm) but the halls were closed. They could now eat more field rations! The following week they were to join their unit, which was already in Iraq, and later were involved in the invasion of the City of Baghdad. This group of trainees was delayed for two weeks at the Artillery School, Ft. Sill, OK because of too many troops. The good news for his parents and grandparents is that the situation changed quickly in Iraq and he and his friends were not deployed! He seemed disappointed in the chain of events--and, some of these youngsters feel like they missed out.

I joined the Navy when I was age 17 during WW II. I am amazed how the Marine Training can motivate these "kids" they way they do! There is more, to say, but I thought that some of my WWII friends and others would appreciate this information.

I was in the USAF during & after Korean War and retired from the USAF, so I was able to have access to the military bases. The tracking information was weeks behind, so it made it very difficult finding my grandson.

My health is about the same as last year, except there is now a label for the symptoms--which is Chronic Fatigue and Immune Dysfunction Syndrome (CFIDS). The website is www.cfdis.org and the address is PO Box 220398, Charlotte, NC 28222-0398; (704) 365-2343. This is also known as Epstein-Barr Virus (EPV). Neither I, nor my doctor, a Gerontologist at the UCLA Medical Center, are convinced that is a correct diagnosis. There is no cure. I want to thank the RUPA members who have made suggestions since my letter in 2002. Also, I have rejoined the International Association of Airline Hams, but the wave propagation has been poor and I have trouble checking in on the Sunday morning net between 0700 & 1000 PDT on 14.280 MHz. I have heard Terry Dummler (WQ7A) check in while airborne. The Mainliner Amateur Radio Club at SFO has doesn't have many members left. Some of the past members of the

groups were Don McBain, John Juelson, Roy Gant, Pete Billon and many more. (I have misplaced the roster.) The Los Angeles County Disaster Communications System is mostly staffed by men in my age group & older. In a few years, there will not be a DCS.

Last summer, all phones including cell phones on the Palos Verdes Peninsula were inoperative for several hours. Water had flooded a major phone terminal vault. The only means of communication was by ham radio until it was repaired. The lesson here is that terrorists or vandals could shut down a phone system by filling a phone vault with water.

Best Regards to all, *Norm*

LYNDEN E. WORDELL—2637 E. Atlantic Blvd, Pompano Beach, FL 33062

Dear Jock, My third year of retirement is about complete and time to renew my subscription to *RUPANEWS*. Who would have thought that UAL would be going through what it is now. We all can hope and pray for a better tomorrow for UAL. The times have certainly increased the number of RUPA members at our great Florida Gold Coast Luncheons. The band of Brothers always comes together in time of peril.

My wife, Martha, and I are in good health and had a wonderful trip to Bavaria, Germany with Air Force friends last fall. I enjoy getting out in the Atlantic fishing off Florida in my boat. We have enjoyed the winter at our condo in Pompano Beach, FL and soon will be back in Medford, NJ until November. We are looking forward to the summer with grand children and family there. Of course we will be at the Council 52 JFK retirement party May 9th.

Thanks for the great news letter. Bye for now. Sincerely, *Lyn*

D. L. (LARRY) WRIGHT—605 Joanbra Ct, Los Altos, CA., 68-95 Mostly SFO Patlarry@aol.com
It has been a relatively quiet year for us. No really big trips. The only trip of note was in September to the Marine Corps Vietnam Helicopter Association Reunion in Pensacola, FL. Since marines seem to thrive on adversity, the association likes to have its reunion in Florida during hurricane season. Mother Nature has been very good about fulfilling her obligation to the association. This last time a hurricane came ashore near New Orleans which is about two

hundred miles west. Being on the East side of the hurricane, we only got the light winds (fifty miles per hour) and of course, intermittent rain showers. The reunion is held right on the beach in tents. The wind was so strong they couldn't put up the tents for two days. The wind was right off the Gulf and the humidity felt about 150%. The wind finally died down, the tents came up and a good time was had by all.

Outside of that, I have been keeping busy going to Southern California to check on my Mother and up to our property in Oregon to clean up wind downed trees and see how many trees the porcupines have destroyed. *Larry*

ANN ZIMMERMAN—PO Box 3913, Wilson, NC 27895

Worries in NC seem to be the same worries as every other place these days. Hopefully, the war will come to an end soon and, hopefully, the UNITED family will not "go down the drain". I try not to think about that, but I have no idea what I can do to help.

Thanks to all of you who keep us as up to date as you are able. My best to all. *Ann*

IN MEMORIAM

ROBERT G. FERGUSON

It is with great sadness that I report the death of my husband Bob Ferguson. We would have been married 60 years this coming August. Bob flew for Capital and United a total of 34+ years. With regards, *Madeline Ferguson*

GLEN R. ROBINSON

Glen Robinson, 75, beloved husband, father and friend flew west Easter Sunday-April 20, 2003. A thirty-nine year resident of Camarillo, Glen began life in a simple farmhouse built by his father in Oblong, Illinois.

He attended school in Oblong, graduated from high school at age 16 and enlisted in the Navy at age 17. During WWII he served aboard a naval carrier in the South Pacific. As a naval cadet, he began flight instruction but had a terrifying experience when the pilot of his training aircraft missed the carrier approach and plunged into the ocean.

When the war ended, he entered Santa Monica CC,

he then attended CSLA and USC where he obtained a degree in business marketing. After graduation he landed a managerial job with Texaco while he continued flight instruction at Santa Monica airport. It was here that he met, a United pilot named Dick Neet who convinced him that commercial aviation was the job for him. He was hired by United in 1955 and his career with them spanned over thirty-two years. Seven of the years as a Flight Manager at LAX.

Glen was a highly motivated, competent individual that gave 100% to any endeavor he undertook, whether it was developing a little league "Boys Baseball" team at Camarillo, CA, tending to his orange, avocado and olive grove, and naturally as a pilot and Flight Manager for UAL. He gave his all! Glen was a member of the Las Posas Country Club for thirty-eight years and served on the Board of Directors as Membership Chairman and Green's Chairman. Glen was always available to anyone who needed it.

Glen leaves behind his loving wife Patti, sons Kevin and Craig, a granddaughter and a sister. Glen will be missed by all. *Dick Neet*

FLORENCE GRACE WHIPPLE

Florence Whipple, 80, of Naples, FL and McHenry, IL passed away May 11, 2003 in her McHenry home surrounded by her family and friends.

Florence was the widow of Captain Stiles Whipple who was one of the most memorable and beloved Captains I ever worked with. This notice brings back many wonderful memories of flying with Stiles.

Of course Stiles will be remembered, and deservedly so, of establishing a DC-8 domicile at Troutdale, Oregon along with Joe (I have the runway) Lezark.

Stiles was the consummate practical joker, during what was a "kinder and gentler" time on the airline, to be sure. One he pulled on me was to tell me he was going to the back of the airplane for a few minutes and had me (the S/O) take his Captain's seat. We were flying a long transcontinental schedule for JFK to SFO at the time. Well, if there were no passengers there, he would linger in the forward first class lounge to peruse the latest magazines. After a while the Co-Pilot and I would become somewhat relaxed, what with the sun beating in on us and all. When the sun had done its work and the timing was

right Stiles would quietly unlock the cockpit door without our detecting him. Stealthily he would pick up the plastic card the S/O used to write the power settings for takeoff. In a well practiced maneuver he would quickly drag the card across the corrugated overhead light fixture and in quick succession hit the fire warning test switch and slam down the S/O desk top. "RIIIIPPP.....RIIINNNG...BAAAANG!" And there stood Stiles with his little Clark Gable mustache and his gotcha smile! He owed us a couple of years of our life!

The next week we plotted revenge. When Stiles was back in the lounge we would double lock the door and hold down the fire alarm test switch and not let him in the cockpit. We decided that Stiles would probably break down the door, so we never did it. That was a very memorable month. Our schedule was 2 on 5 off. ORD-JFK-SFO layover SFO-JFK-ORD. What more could an airline pilot ask for?

Well that was not to be. That was the month the Air Traffic Controllers decided to do things by the book. What a mess! We kinda smelled something was amiss when we started holding for JFK over Hastings Nebraska. We wound up landing at CLE for fuel and eventually wound up over Colts Neck around 10 PM holding for JFK, many hours late of our scheduled arrival. When we were #2 for the approach (the weather was good) the controller announced that JFK was closed because there was no more room to park airplanes. (Now we did not think we had enough fuel to go the EWR!) The TWA flight ahead of us said "Well you have enough room on the runway and I am landing!" And Stiles said: "Well, roll to the end because I will be right behind you!" With that the controller surrendered and said we could land but no others. When we taxied out at 1 AM we were #94 for take-off. We arrived at ORD almost 10 hours late. Don't worry about legalities, there was no place to put the airplanes!

The next week as we were planning the SFO-JFK leg Stiles told me to go to the airplane and "slop on a little extra fuel", which I did. When we taxied out our JT4 DC-8 was a wee bit heavier than the charts said we should be, not much but a wee bit. When I passed Stiles the Take-Off card I gave him a note that advised him to add a couple of knots to the speeds on the card. The Co-Pilot (who shall remain

nameless) was a somewhat excitable sort. I understand he did not complete his career with United. He was the perfect foil for Stiles' plotting! As we taxied out Stiles showed the F/O (who was to make the take-off) my note with the higher take-off speeds and pointed at the voice recorder with a finger to his lips. The F/O understood. As we approached the end of the runway Stiles told the co-pilot that because there was a left crosswind he would position the airplane to the right of the center lane and he should aim for the far left corner of the runway during the take-off roll since this would better take advantage of the wind. He further told him to be sure not to rotate early since that would lengthen the take-off roll. "OK, Stiles..I gotcha!" "Don't worry about the power or airspeed, I'll take care of that, you just look at the far left corner of the runway." "OK, Stiles...I gotcha!" As we rolled down the runway Stiles started calling the airspeed in 10 knot increments, except he delayed the calls until he called "Rotate" near the end of the runway and well above the rotate speed. As we lifted off and climbed out over the approach lights at the far end of the runway the Co-Pilot called "Gear Up". With his left hand Stiles reached for the gear handle as his right hand triggered the stall warning stick shaker test switch!

The Whipples had a farm in the McHenry, Illinois area with an airstrip on it. They also had a home in Naples in an airstrip. Their annual Snowbird migration in the winter was for Florence to tow Stiles in their glider to Naples and back.

I did not know Florence, but she must have been a wonderful person to have shared life with Stiles.

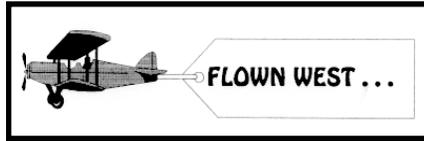
Regards, *Duncan Fleming*

PS: Perhaps you can persuade Joe Lezark to share "the rest of the story".

ROBERT W. PETERSEN

Robert W. Petersen, 78, of Saratoga, CA died May 5, 2003. I worked with Bob for the Aviation Safety Reporting System for eleven years following our retirement from UAL. I never flew with him but it was a pleasure to be in his company. He was a kind, caring and cheerful gentleman and he was liked by everyone. He was a friend and I hope he thought of me as one too. *Bill Richards*





Robert G. Ferguson	
George W. Hardie, Jr.	
John V. Harvey	3/2/2003
Donald R. Murdock	3/4/2003
Joe S. Irvine	3/4/2003
Michael F. Finnerty	3/12/2003
Glen R. Robertson	4/20/2003
Wynne Williams*	5/4/2003
Robert W. Petersen	5/5/2003
Stuart Gibbons	5/6/2003
Joseph M. Luton, Jr.	5/13/2003

* *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

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
2nd Tue. 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: June 18th, 2003

Mailing: July 2nd, 2003



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