



RUPANEWS

Journal of the Retired United Pilots Association

Volume 5 Number 8

(Journal 529)

August, 2003



Night Gateway
BOEING 720
1960 - 1972

IN THIS ISSUE

President's Report	Page 3
About The Cover	Page 15
Notices	Page 3-21
In Memoriam	Page 38
Calendar	Page 40

RUPANEWS

Editor Jock Savage

2207 Thurm Ave. Belmont, CA 94002-1547

Tel (650) 592-2380, FAX (650) 592-2380

Jock Savage: jocksavage@comcast.net

RUPA Website - www.rupa.org

OFFICERS

The late Captain George Howson, President Emeritus

President Rich C. Bouska, 2734 Crater Rd., Livermore, CA 94550 925-443-4339, rbouska1@attbi.com

Vice Pres Noel Kane, 14611 Aloha Ave, Saratoga, CA 95070 408-867-7738, noelkane@msn.com

Sec/Treas. Cleve Spring, 1104 Burke Ln. Foster City, CA 94404 800-787-2429, clevespring@comcast.net

Asst. S/T Floyd Alfson, 517 Kentucky Ave., San Mateo, CA 94402 650-344-8359, f-alfson@mindspring.com

Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, wrichar8@tampabay.rr.com

COMMITTEE CHAIRMEN

Convention Sites..... Joe Ferrie JoeKaraoke@compuserve.com

Fold'n 'n Stuffin' Cleve Spring clevespring@comcast.net

ALPA MEC Liaison.....Felix Isherwood felix@hsa-kauai.net

WHQ Liaison.....Milt Jensen miltj@bigfoot.com

Widows Coordinator Jackie Abel JacquelineAbel@aol.com

RUPA Web Site Bruce McLeod BMcL23@yahoo.com

AREA REPRESENTATIVES

Chicago	Bernie Sterner	Los Angeles, Valley	Don McDermott
Dana Point, California.....	Ted Simmons	McHenry,Illinois	Claude Nickell
Denver (Good Ole Boys).....	Ted Wilkinson	New York	Ray Bernosky
Florida, N.E.	Lowell Johnston	Ohio (North Coasters)	Dick Orr
S.E. (Gold Coast).....	Stan Blaske	PHX (Roadrunners).....	Frenchy Bourgeois
	Jimmy Carter	San Diego Co.	Robt. L. Bowman
S.W.	T. J. Sobota	San Francisco Bay	Sam Cramb
Tampa	Matt Middlebrooks		Cam McEachern
Treasure Coast	Bob Schaet	Seattle	William R. Brett
Las Vegas (High Rollers).....	Clyde House		Brent F. Revert
Los Angeles, South Bay.....	Rex May	Washington D.C.	E.K. Williams Jr.

BOARD OF DIRECTORS

**Floyd Alfson, Sam Cramb, Joe Ferrie, Milt Jensen, Milt Jines, Howie Jundt,
Bruce McLeod, Walt Ramseur, Jock Savage, and Bill Smith.**

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

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

PRESIDENT'S MESSAGE

Fellow RUPArians, I recently received a letter from one of our fellow members who witnessed a significant change in the way United generates additional revenue while boarding passengers on aircraft. It now seems that on selected flights, if seats are available, gate agents are offering revenue passengers a chance to upgrade one class for a fee. An explanation of United's new policy can be found elsewhere in this issue. It looks like United is making good progress on its plan to emerge from Bankruptcy. Already there is talk they may emerge this fall or early next year at the latest. Just recently they presented their business plan, which was well received by the creditors group. That plan was based on very conservative assumptions about future revenues and had only a passing mention of a low cost carrier with emphasis on returning to their core business and the business traveler. This October they must submit their reorganization plan to the court. This is the critical plan, and the one of most interest to us, for it will have to deal with how the company will handle our pension plans. The business plan they presented to the creditors included continuing all existing pensions plans. However, just recently the company let it be known that the combined pension plans were \$7.5 billion under funded. This is \$1.2 billion more than previously believed. At the present time there are two proposals under consideration in congress to reform pension funding for the major airlines and other industries in like circumstances. ALPA and the Airlines support both proposals. If the rules were changed, it certainly would bode well for our pensions and us.

If you receive this issue of the *RUPANEWS* prior to August 12, you will still have a chance to attend the San Francisco Annual Picnic. You can't miss the announcement on the following pages. Contact Milt Jines ASAP at (650) 341-4951.

Early returns of registration forms for the RUPA Convention show promise of a good turnout. The Convention will be held on October 28 through the 31st. Get your registration in early so proper arrangements can be made in time. Thanks for your cooperation.

Fraternally, *Rich*

Pension Benefit Security Report by Doug Wilsman, 7-23-03

Extremely vital pension reform legislation has started its way through the U.S. House of Representatives. The Bush Administration's version passed in committee on July 18, after a much publicized and extremely unfortunate partisan squabble. In a report to UAL employees, CEO Glenn Tilton spoke about his spending several days in Washington DC lobbying for a proposed bipartisan bill that would provide relief for passenger airlines. He told employees: "*As for United's pension plans specifically, they are among the cash liabilities that our business plan has to face. It is essential that our business plan enable us to generate enough cash to pay for our obligations, including our pensions*"

What UAL needs is a change in the 1974 law that requires substantial payments over five years by pension sponsors to bring their under funded pension plans back to health. ALPA at the national level and the MEC level have found Congresspersons to carry this airline-specific legislation and are urging each active member to write a letter to the congressperson from his/her home district---it's that important. My personal opinion is if Congress fails to enact favorable pension reform and the federal Air Transportation Security Board (ATSB) fails to grant UAL's application for a \$1.8 billion loan guarantee for its exit financing, that this federal double whammy could cause UAL to seek the termination of the pilot's A-Plan. At the end of this report I will indicate how RUPA members can help.

The timing of UAL's exit from the protection of Chapter 11 is still up in the air---- maybe this fall or maybe not until winter. We retirees and widows will have to keep our fingers crossed until then. So far so good! Yesterday, the noble editor of this *RUPANEWS* e-mailed me a copy of a report from a really great source --- a member of the UAL MEC---- that sums things up very well as they stand today.

The report, dated 7-11-03, follows: "The predominant question lately concerns the viability of United employees' pension plans. This issue concerns all employees, since the pilots' plan alone would not relieve United of its enormous liability over the next five years. Estimates of United's liability range from \$4.25 to \$6.3 billion.

[1] All pilots were mailed a letter from MEC Chairman Paul Whiteford stating, "I have made it clear to senior management and UAL Board members that the termination of any portion of our pension plan is unacceptable and will cause a meltdown on this property." That would seem obvious, particularly to pilots. A typical pilot who retires at age 60 may receive around \$90,000 per year. The Pension Benefit Guaranty Corporation limits benefits to \$26,458 per year. *[Wilsman's note: I believe the PBGC would pay about \$45,000 to a pilot who was age 60 on the date of plan termination if his qualified benefits under the plan were \$90,000.]*

[2] Though United Airlines, the Board of Directors, and Tilton have made no overt attack on our pension plan, it would be naïve of us to believe that it has not been a topic among the Creditors Committee or among any potential investors: it is too big of a target. The present pension plan deficit is a result of several factors: lower interest rates, a depressed stock market, lack of previous payments, to name a few. It is important to realize that this is a recent dilemma: The plan was fully funded in 2000. The problem now is what to do to protect it. One business that is having trouble funding its pensions is *Greyhound Lines*, the bus company, which has gone through years of labor strife and bankruptcy. Several years ago [1997], it quietly managed to get permission from Congress to stop putting more money into its drivers' pension fund. In essence, the Greyhound provision lets the company act as if its pension plan is fully funded, when in fact it is not.

[3] Recently, General Motors borrowed \$10 billion to put into the Employees' Plan, hoping the stock market will rebound and eliminate their \$19 billion liability. US Airways terminated its pilots' plan, and then negotiated a new plan (their A Plan was their only retirement plan).

[4] Our present Collective Bargaining Agreement Letter of Agreement (LOA) 91-13 reads, "The Company will provide the Association an opportunity to discuss and comment on all proposed amendments to any provision of the Fixed Plan, Directed Account Plan, or a Welfare Benefit Plan at least thirty (30) days prior to implementation. The Company will consider any such comments in good faith," and "the Company shall not amend any provision of the Fixed Plan, the Directed Account Plan, or the Welfare Benefit Plans which changes negotiated benefits without the prior written consent of the Association." Reducing the A Plan multiplier from 1.5 to 1.35 and capping the years of service to 30 reduced United's liability to the plan by \$108 million per year---not substantial enough to save it.

A plan for legislative reform that is being crafted would alleviate United's liability without reducing the benefits. In general, it would allow amortization of the liability over several years rather than the stringent "make whole within two years" legislation. This time extension would also allow time for a rebound in the stock market and for a change in the interest rates. Further reform may include changing the actuary rates, adjusting the predicted future interest rate, and providing funding during good years as well as bad. But to answer the question "Is it safe?" It is not. We are in bankruptcy, and that doesn't make anything "safe." ALPA must do everything they can to protect it, and when called to action, the pilots must help do whatever it takes to save it." (End of report)

Roger Hall, president of the United Retired Pilots Benefit Protection Association (URPBPA), e-mails today (7/23/03) that their attorneys are asking UAL about its exit plans, but no response yet. They have 3,000 members.

And finally, it would really help us all if every reader of this report were to look up the name of his/her congressperson and were to send off a note urging him or her to co-sponsor and support H.R. 2719, the bipartisan pension legislation in the House sponsored by Rep. Dave Camp (R-MI), and to also urge the ATSB to grant UAL's request for a loan guarantee----both of which are essential to allow UAL to exit Chapter 11 without pressuring them to terminate your pension plan and transfer the burden of its current under funded status to the PBGC. *Doug*

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*

DENVER GOOD OL' BOYS LUNCHEON

The June meeting of Denver Good ol' Boys convened sans this humble scribe and recorder, so whatever manages to make it into these minutes is hearsay and second hand and should be received with skepticism at best. The meeting convened on the third Tuesday, June 17th at the usual venue, *American Legion Post # 1*. Sam O'Daniel took charge of the door and performed admirably. The assembled group was spared this his feeble attempts at humor, but apparently wasn't missed and lively and spirited discussion and conviviality (b.s. session) was the order of the day. The nearest thing to a program occurred when Jim Krasno updated everyone on the current status re. the UAL bankruptcy, etc.

Those in attendance were: Sam O'Daniel, Bob Blessin, Bill Fife, Dwight Terrell, Bill Matheny, Al Kehmeier, Tom Hess, Bob Dietrich, George Maize, Mike Williams, Curly Baker, Cliff Lawson, Al Snook, Bill Bates, Bob Clipson, Jim Hixon, Jim Gates, Stan Boehm, Bob Sannwald, Ralph Wright, Ray Bowman, Frank McCurdy, Charles Fellows, Dick Shipman, Jim Krasno, Dave Johnson, Russ Ward, John Thielen, Hal Meyer, Rick Madsen, Jack Turner, Jim Lovejoy, Jim Biestek, Tom Gordon, Jim Harris, and Ed Schumacher.

Scribe and coordinator, *Ted Wilkinson*

LAX LUNCHEON

The Luncheon was held at the *Hacienda Hotel* on June 19th. At first, only five people showed up, but by lunch time a total of 18 members and guests attended. After lunch we had the usual commentary, and the Flown West list in the RUPA bulletin was discussed. It was confirmed that Bob Wayt had flown west, and that brought up several members' memories. When Dave Tank flew with him as co-pilot on the 720, he referred to Bob as the "Astronaut" because he liked to fly higher than any captain he had flown with. With the Discher dive fresh in our memories, flying high in a 720 just wasn't the most appealing thing. Dave brought up just how underpowered a 720 was, and that brought up a recollection of a trip he was flying over Alamosa, Colorado, about 35,000 feet on altitude controlled by autopilot. All of a sudden there was a sinking feeling and airspeed was dropping off, so he put on a little power. A little more sinking feeling, a little more power, and pretty soon he had METO power, the only thing to do was to flip off the altitude control and go with the flow. They went down about 2,000 feet with this power on, then whatever had them in the grip released them and they started going right back up again to cruising altitude. Fortunately it was smooth, but it was the biggest mountain wave he had experienced. Later on at the meeting, Lee Cameron brought up a similar experience, only a different time and different aircraft. He was flying over Colorado about 1,500 feet and some sort of a downdraft got hold of him in this DC-3, and he too put on more power, more power, and he was still sinking--in other words, something had him that was more powerful than the aircraft engines. Lee looked out the window and saw the wheat getting closer and closer, and thought "If I'm going to hit the ground, I might as well put the gear down." He put the gear down, but about that time whatever had him in its grasp released him, he came back up with total control and he was able to fly out of there. This was all perfectly smooth, with no turbulence, and it was interesting that two similar things had happened, one at 35,000 feet, and the other one at 1,500 feet. The meeting continued with a discussion about the new check-in procedure. This is a rather involved new check-in procedure, and it seems that the people who have retired more recently have a permanent I.D. card and none of those who had retired 15 or 20 years ago seemed to have that card. This should be looked into. Several people commented about various procedures involved when flying overseas, with other airlines, etc. No one seemed to come up with any info on where this info is available.

Mel Heflinger was unable to arrive in time for lunch, but brought drawings of the engine used on the Wright Bros. flight on Dec. 17, 1903, the world's first successful powered flight. Mel brought several copies for RUPA members to see if they could figure out how it worked. Mel said, "It was a very important internal combustion engine, gasoline powered, 270 cu. in., producing only 12 hp, but was sufficient to allow the Wright Brothers to fly from a level takeoff and attain a distance of 800 ft. on the third flight of the day. The engine was built by Charlie Taylor, who never received much recognition. The engine had no carburetor, no fuel injection, merely a spring valve and drip system. The timing of the exhaust valve also timed the individual spark plugs, which actually controlled the cylinders. The spark plug was grounded by a lever that went into the cylinder." Mel highly recommends a book written by James Tobin, *To Conquer the Air*, a bio of various individuals who were trying to do just that. The book points out the Wright Brothers' skill and tenac-

ity in comparison to the others who tried to fly.

It was a great meeting attended by: Michael Kendel, Don Crawford, Sharon Crawford (new UAL Captain retiree), Gene Gawenda, Ken Williams, Lee Cameron, Edna Cameron, Walt Albright, Joen Albright, Loyd Kenworthy, Ron Matsuda, Jack Moore, Herb Goodrich, Jim Turner, Don Krueger, Yuz Morita, Arvin von Nordenflycht, and Dave Tank.

LAX LUNCHEON AT BILLINGSLEY'S

July 17, 2003. The weather bureau was forecasting triple digit temperatures for our area today. However the "ATIS" at Van Nuys Airport, which is just north of where we meet, was reporting 85 degrees at 1100 hrs and by 1300 hrs it was only 93 degrees. The temperature may have kept some at home for there were only 17 of us today.

Those with us today in our private dining room were Sue Ross, Rex May, Jim Turner, Doug Rankin, Bob Mosher, Walt Albright, Bob Kohler, Herb Goodrich, Dave Tank, Doug Bielanski, Don McDermott, Lee Cameron, Edna Cameron, Ken Williams, Jack Moore, Dave Kirkendall and his guest Mary Doheny. Don McDermott got our attention @1155, followed by Rex May who talked about RUPA membership. He went on to say some of the pilots who stayed on as a Second Officer after age 60 forgot about our group and if we knew of any of these fellows to tell them about RUPA. Doug Bielanski talked about an article in the Chicago Tribune which is on the RUPA Web Site relating to the UAL pension being under funded. Doug went on to say if you gave him your E-mail address he would forward to you any information he receives pertaining to our situation with UAL.

We were all happy to have Sue Ross join us for lunch; for those of you who were not based at LAX you may not have known Sue. I will not say how many years ago, but if I remember correctly it was the crew desk when I first met her there, and when that was moved to Chicago she then worked behind the same counter but then it was called the FOSI desk. She was there until her recent retirement.

Jim Turner had the only sad news today when he told us of Jerry Beyer having pneumonia and congestive heart failure and that Jerry was in the hospital for 6 days.

That's all for today from the San Fernando Valley till September 18th, so till then this is *Doug Rankin*.

N.W. ILLINOIS Joe Carnes RUPA LUNCHEON

On Tuesday July 8th the Joe Carnes N.W. Illinois RUPA lunch was held at the *Warsaw Inn* In McHenry IL with 60 in attendance. We missed Milt who said he would rather be at the lunch than doing what he was i.e. visit to the Oral Surgeon. Cliff Sanderson did give us all his insight as to the UAL situation. Still not out of the woods but much better than we had a right to expect six months ago.

In attendance were: Ted & Dolores Bochniarz, Hap Arnold, Leroy & Eva Bair, Ken & Muriel Bergsma, Dale & Glenys Bird, Bob Blackwell, Glynn Bradley, Neil Bretthauer, Norm Clemetsen, Gene Conrad, Tom Fasiang, Duncan Fleming, Thomas Franklin, Marty Gallagher, Jim Gesler, Bob & Sherry Gore, Bob & Gail Helfferich, Mike Hepperlen, Al Herbst, Gene Johnson, Pete Kidera, Dick Kuhn, Don Leissner, Ralph Mikulich, Marjorie & Howard Nelson, Jim & Jan Noble, Chuck Peterson, Ray Potsic, George Pylawka, Jim Rosater, Cliff Sanderson, Ole Sindberg, Roger Thibodea, Howard Thompson, Sid Tiemann, Ben Ulrich, Lyman Walters, Tom Workinger, Dean Durgan, Dave Harris, Jim & Jane Burnham, Dave Wege, Ed & Geri Hoffmann, Ed Gunderson, Dan Arnold, Buck Hilbert, Maggie Proctor, Denis Darida, Jim & Mary Cook, Bob McCutcheon and *Claude Nickell*.

OHIO (NORTH COASTERS)

Returning to our regular watering spot, the Cleveland Crazies gathered at *T.J.'s Restaurant* in Wooster, Ohio for our monthly social. Dick and JoAnne Orr, Rick and Ronnie (recently retired F/A -36 yrs.) Ogden, Dean Eddy, Ed Griffith, Bill Dilzell, John Pinter, Ken Wheeler, Don Karaiskos, and myself.

Conversation centered on the state of the industry and the good ole days - You know ... round engines, management who could spell airplane, Trader Vic's service to the west coast and Hawaii, spare hydraulic fluid in the cockpit, and water injection. You know ... important stuff! No one wanted to discuss pensions and medical. We shall deal with the problem when and if it comes.

Bye the bye, Carol and I would like to thank all who helped make our June function such a success. It was much appreciated.

We shall meet again in August on the 21st and in September on the 17th at *T.J.'s* in Wooster Ohio. Post time 1 pm. If you are in the area, give us a call. Join us.

To you, Jock and Cleve and all of you who help us keep in touch, our thanks. *Richard McMakin.*

WASHINGTON D.C. AREA RUPA, Eddie O'Donnell LUNCHEON

Washington Area RUPA's Eddie O'Donnell Luncheon convened Wednesday, July 16th, at the Belle Haven Country Club. We had a fine turnout for a great time of laughter and friendship, as well as a presentation of the Steven F. Udvar-Hazy Center at Dulles International Airport. If you can top his 65 million-dollar gift, they might consider using your name.

Those who have departed on the Flight West since our last luncheon were remembered and honored as we stood silently. Harry Arcumuzi, Bill Steger, Wynn Williams, Joe Luton, Fred Regeimbal, Bill Riley, Al Spear and John Miller were remembered for the pleasure of their company and the part they played in our lives and our profession.

After lunch, Maj.Gen. Dave Richwine, USMC (Ret), Director of Development for the National Air and Space Museum was introduced by George Elliott. Gen. Richwine began a power point presentation of the Udvar-Hazy Center but was interrupted by an electrical power surge in the building. Power went off and back on, lights went out and came back on, Emergency Lights came on and went back off and the projector went off but it, however, did not come back on. Gen. Richwine continued with plan B and wove word pictures that did give us an overview of the facility. The Udvar-Hazy Center will be south of the main terminal at Dulles Airport, near the intersection of Routes 28 and 50. The 760,057-square-foot building will have over 200 aircraft and 135 spacecraft on display. As well as floor display there will be two levels of hanging aircraft the first at 25 feet above the floor, and the second at 42 feet. Not even a reporter as verbose as this would attempt to recap the whole of the General's presentation. Come on out for the Grand Opening on December 17th and see it for yourself. Jerry Goebel and Fred Streb manned the reservation lines for this luncheon. Regretfully, it is reported that things got a little sticky at the check-in table. There were three Captains to assist Jack with orderly and proper processing of attendees. Behind the check-in table was one chair. It turned out that Hank McBride carries a big stick that apparently can be used for more than assistance in walking. He sat while Hal Cockerill and Powell Williams stood. The assistance of all five gentlemen is greatly appreciated.

Jerry Goebel reported that Clark Luther and Bob Commerce have had some medical problems but appear to be on the mend. George Paull was recovered sufficiently from his heart attack to be present for lunch. Steve Jakubowski reported, by way of email, that there would be surgery this week to do a bone graft, as well as to install plates and pins to stabilize and strengthen the broken bones in his leg. He sends greetings and thanks for the cards, letters and prayers.

Our first time attendees were Andy Anderson (who came up from Florida), John Gallagher, Bob McMichael and Jim Vallance. They appeared to be sufficiently impressed so they may return. Especially so after our most senior attendee, Dick Edwards, drew the door prize ticket for Andy. The other bottle of aged fruit went to George Candelori who seemed a little mystified that the cap did not screw off. Hey, Farmer Jack knows how to pick fruit and we take our hat off to him.

In way of announcements there is the appointment of Capt. Walt Clark as Chief Pilot at DCAFO and the RUPA Convention scheduled for October. At least two have expressed interest in attending and it would be great to have a contingent make the trip. The Council 11 Annual Party is scheduled for September 6th and the CAPAIR Picnic follows on September 7th. A weekend of fun, frolic and folly. The following 66 were in attendance: Andy Anderson, Jon Beckett, Bud Boyd, Lee Boyd, George Candelori, John Cerisano, Hal Cockerill, Tom Coffey, Gary Cook, Gil Coshland, Gene Couvillion, Dub Crawford, Ed Crowther, Bill Davis, Doug Diedrick, Vince DiFelice, Kevin Dillon, Ed Duffy, Dick Edwards, George Elliott, Roy Ellis, Jack Evans, Brad Fleming, Jim Foster, John Gallagher, Denis Getman, Paul Gilson, Jerry Goebel, Bill Golemon, Bob Goodman, Jack Grooms, Larry Grube, Jim Harrison, Harvey Hettick, Bob Huguley, Bob Jocz, Tony Keffer,

Fred Keister, Skip LaRocque, Roger Lemieux, Don Mainwaring, Hank McBride, Frank McKenzie, Bob McMichael, Jim Meadows, Ed Miller, Ray Moffett, Norm Moore, Ward O'Brien, George Paull, Herb Petitt, GUEST Maj.Gen. Dave Richwine, Larry Rooney, Joe Rozic, Bud Ruddy, Bernie Schwartzman, Pete Snyder, Jack Sodergren, Joe Soltis, Sim Stidham, Fred Streb, GUEST Gayle Union, Jim Vallance, John Wade, E.K. Williams, Powell Williams.

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

Our next luncheon is October 16th and is COED. Come spend a couple of hours with us. Social time begins at 1115 with lunch served at noon. Contact Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (ekwjr@earthlink.net) to ensure a place at the table and a bean in the pot.

Washington Area Representative, *E.K. Williams, Jr.*

MOST WORKERS ARE IN DARK ON HEALTH OF THEIR PENSION

By ELLEN E. SCHULTZ and THEO FRANCIS Staff Reporters of THE WALL STREET JOURNAL

US Airways Killed a Plan That Its Pilots Had No Inkling Was in Financial Danger

For millions of American workers, few retirement issues are more vital than the health of their pension plans. But companies have waged a successful battle to keep crucial information about their plans a secret.

The fight comes amid rising alarm about the fate of pensions. Some employers, notably steelmakers, have killed decades-old pension plans. Many other companies have reduced pension benefits by restructuring their plans. And employers are now lobbying Congress for formula changes that would let them make smaller pension contributions and smaller payouts when people retire.

Yet employees and retirees have almost no way to find out how financially sound their own pension plan currently is -- in part because companies have long resisted attempts to let them have more up-to-date information. The result is that employees are hard-pressed to find out if their pensions are in any current danger.

One source of pension information, company filings to the Securities and Exchange Commission, is of little use to employees. That's largely because most big companies have several different pension plans and lump them all together in their filings.

Without access to accurate data, employees and retirees face two risks. One is that employers can mask the deteriorating health of a pension plan, and then take steps to cut benefits or kill the plan. Paradoxically, the other risk is that employers can exaggerate the ill-health of the pension plan, to justify reductions in retirement benefits.

Consider the fate of a pension plan for pilots at US Airways Group. On March 31, the airline, operating in bankruptcy protection, extinguished a plan covering more than 7,000 active and retired pilots. It said the plan was so underfunded that keeping it going would drive the airline into liquidation.

Retired pilots suspected the airline was exaggerating the pension plan's ill health, and thus the need for future contributions, in order to justify dumping it. The company said that wasn't true. But the pilots couldn't get their hands on the data they needed to pursue this argument, even when the plan's life or death depended on it. A bankruptcy judge rejected the pilots' protest and let the airline kill the plan -- citing, in part, the pilots' lack of current data about the plan's health. Retired pilots now contend the airline's estimate of the burden of keeping the plan alive was based on unlikely scenarios.

Termination will leave pilots to collect diminished pensions from the Pension Benefit Guaranty Corp., a quasi-public insurer that assumes some of the obligations of failed plans. The PBGC places limits on pension payouts. Pilots expect to see their pensions drop to 30% to 70% of what they had expected.

Disabled retirees will be among the hardest hit, because they've lost supplemental disability payments linked to their pensions. Hugh Greenwood, who retired in 1997, has lost a \$2,000 monthly disability check that was supplementing the pension he took as a lump sum. Mr. Greenwood's wife has returned to work, and the former pilot, 67 years old, will likely do the same. Meantime, he is painting the house in Denver in case they have to put it up for sale. US Airways says it did its best to preserve disability payments.

The airline, struggling because of the slow economy and impact of the Sept. 11 terrorist attacks, entered Chapter 11 last August. Aware of its bind, pilots agreed to steep cuts in their pension benefits in 2002. But

they had no reason to think the pension plan itself was in jeopardy.

Signs that it might be were absent. For one thing, the company hadn't notified them it was under funded. Nor did US Airways have to make minimum contributions to the plan, as is required when plans are significantly under funded. Serious under funding also obliges companies to pay special premiums to the PBGC, and US Airways hadn't had to do so.

The latest filings to the SEC showed that US Airways' pensions, as a group, were almost fully funded in 2000. They were under funded by \$2.3 billion on Sept. 30, 2001, but this was mainly because the airline had changed some assumptions, such as the size of future pay increases.

These filings give a company's shareholders a general impression of how much its pension obligations are likely to affect earnings. But employees rarely can use the filings to learn about whether the company is making regular contributions to their pension plan, or how their plan's investments are doing.

Companies may have several different pension plans -- for salaried workers, for those subject to collective bargaining, for overseas employees -- plus plans for top executives. US Airways had seven, all lumped together in its SEC filings.

The SEC filings told the pilots that as of Sept. 30, 2001, the seven plans' stock and bond investments had lost a collective \$614 million in 12 months, reducing total assets to \$3.1 billion. The filing showed that US Airways had contributed \$38 million to its pensions. But it gave no indication of whether the pilots' particular plan had investment gains or losses, nor of whether their plan had received an infusion of cash from the company.

It had not, a US Airways spokesman confirms. The spokesman says the airline hadn't made any contributions to the pilots' pension plan for three years "because none were needed or required by law."

Making SEC filings especially opaque are executive pensions. Companies include these in total pension liabilities, even though these aren't paid from the pension funds for regular employees. They're instead paid from general assets of the company, or in some cases from special trusts set up on executives' behalf. So including IOUs for executives generally makes employee pensions look less well-funded than they really are. For this reason, securities analysts' reports mentioning how much companies' pensions are "under funded" or "over funded" are usually misleading.

For example, General Electric Co.'s pension plan is more over funded than it appears in its SEC filings. In 2002, GE had pension assets of \$37.8 billion and liabilities of \$33.3 billion, so it was over funded by \$4.5 billion. But unlike most companies, GE discloses the amount it owes executives for their special pensions. When the \$1.5 billion executive liability is subtracted, it shows that qualified pension plans for GE workers are over funded by \$6 billion.

At US Airways, the SEC filing for 2001 mentioned, without elaborating, a pension plan in which "the aggregate accumulated benefit obligations and plan assets were ... \$184 million and zero" This referred to executive pensions, a spokesman confirms. Such murky disclosures -- common to most companies -- help keep employees in the dark about the health of their pension plans.

It used to be easier for workers to keep abreast. In 1995, Congress began requiring companies to provide more details to the PBGC. But in exchange, the PBGC had to agree to keep this additional pension information confidential -- even from requests made under the federal Freedom of Information Act.

As part of the deal, companies agreed to notify participants if their pensions became under funded by a worrisome amount. But the requirement has so many exceptions that, as the US Airways case shows, employers rarely have to issue a notification. Even a company as hard-pressed as Bethlehem Steel, whose assets have been liquidated, never had to warn employees or retirees that their plans were under funded -- before it moved to kill the plans.

The PBGC used to publish an annual list of the 50 companies with the most-under funded pension plans. But in 1997, under pressure from companies, the PBGC stopped publishing the lists. The lists "unnecessarily alarmed employees ... when the plan funding in fact presents no danger to workers' pensions," said a statement at the time from the president of the ERISA Industry Committee, a lobbying group for large employers. On that last top-50 list were US Airways, Northwest Airlines and UAL Corp., companies that today have under funded plans. Many other companies on the last list later reduced the level of their pension benefits by freezing the plans or converting them to a hybrid known as a cash-balance plan. A few on the last list -- Anchor Glass and steelmakers LTV, Bethlehem and National Steel -- have since had their pensions taken over

by the PBGC, a move that limits how much pensioners can receive.

The employer-group president who said the top-50 list was unnecessarily alarming, Mark Ugoretz, couldn't be reached for comment.

Last December, with US Airways' pilots still assuming that their pension plan was in tolerable health, the airline asked them for another round of pension cuts. They agreed.

A few weeks later, to their dismay, US Airways stated that the pilots' pension plan was seriously underfunded. On Jan. 30, the airline filed with the bankruptcy court an intention to kill the plan. US Airways estimated it would have to put \$1.7 billion into the plan over seven years, a burden it said would force the airline into liquidation.

Few challenged the estimates. Among those who took the airline's word were the creditors' committee; the Air Transportation Stabilization Board, which was poised to guarantee loans to the carrier; and the airline's main bankruptcy lender, Retirement Systems of Alabama, which stood to gain a large equity stake in US Airways if it emerged from Chapter 11.

All acknowledge they didn't examine the pension plan's financial health and didn't have up-to-date pension-liability figures, but rather accepted US Airways' analysis and backed its request to kill the plan. Such a move stood to benefit most of them. It would wipe out a liability and make the company more likely to emerge from Chapter 11 in a position to pay its debts and provide a return to new owners.

Only the retired pilots questioned the company's estimate of how much it would have to contribute if it kept the pension plan alive. But they said they had insufficient information.

The information the pilots needed is in a form that companies file to the Internal Revenue Service for each pension plan. This Form 5500 shows how much money is in the pension plan; how well the stocks or bonds it holds have performed over 12 months; and company contributions to the plan. Most important, it shows the plan's "current liability." This determines how much cash, if any; a company is required by law to contribute to the plan in the succeeding year. The problem is, this information remains inaccessible to most people until many months out of date.

The pilots had only a Form 5500 for the year 2000. It showed the plan as adequately funded. The information was more than two years old.

An actuary hired by the retired pilots asked the airline for the data it was putting in its latest Form 5500, for 2002. The just-hired actuary, James Kinney, had only four days to get this before he was to testify. The bankruptcy court set a hearing date for less than a month after receiving the termination request.

Mr. Kinney says US Airways sent him 5500s for all of its pension plans except the one that mattered, the one for the pilots' plan.

He quickly renewed his request. This time he received a Form 5500 for the pilots' plan. This was one day before Mr. Kinney was to testify. However, he says, it was the Form 5500 for 2001. Not until after his testimony, the actuary says, did he obtain the up-to-date information that the airline and its consultant, Towers Perrin, were using to prepare US Airways' own testimony. By the time he got it, it was too late. "Had I had the real information, I could have testified more completely and precisely that the company's estimates about its contributions requirements were too high," Mr. Kinney says.

A spokesman for US Airways initially said several times that the airline had provided all the requested information. Subsequently, the spokesman said that "the company could not confirm or deny" Mr. Kinney's version of events. He added that a "tremendous amount of information was exchanged among all parties in the course of the case."

On March 1, the day after Mr. Kinney testified, the bankruptcy judge accepted US Airways' position that the pilots' pension plan was so underfunded that making the minimum required contributions in the future would force the company to liquidate. Judge Stephen Mitchell let the company terminate the plan.

Part of his reasoning came as a bitter pill for the pilots after their futile attempt to get up-to-date information from the company. Judge Mitchell said the pilots' actuaries had "based their calculation on rules of thumb and rough estimates while [US Airways'] actuary based his on the actual computer model used for administration of the plan." The judge didn't respond to requests for comment.

US Airways is turning over its responsibility for pilot pensions to the PBGC. The insurer is obligated to pay no more than \$28,585 of the annual pensions that pilots earned, a figure held down by pilots' retirement age

of 60. Some will get more, though, if the plan turns out to be well-funded enough. Capt. Jerry Vaughn, a 52-year-old pilot, estimates his retirement income will fall 50% as a result of the plan's termination.

The PBGC and US Airways are haggling over how much pension money the airline has to hand over to the insurer. US Airways has agreed to set up a 401(k) savings plan for the pilots. An airline spokesman says some active pilots could even end up with more money than under the pension, if they get really high returns in their 401(k).

Retired pilots, however, have no chance to build up any retirement savings in the new 401(k). The retired pilots appealed the termination decision to a federal district court in Alexandria, Va. They alleged that US Airways had exaggerated the future burden of contributing to the pension plan. For instance, they said US Airways had used improper mortality assumptions, had assumed a very low discount rate (which produces a greater liability), and was assuming that over seven years, interest rates will remain about the same. In short, the appeal asserted, US Airways adopted extreme assumptions to make the projected liability look as burdensome as possible.

The pilots said their inability to get up-to-date data had made it impossible to challenge the airline's claims. "US Airways' actuary, on the other hand, had full access to the plan's data and ... was able to rely on information the [pilots] had never seen and had no time to review," the suit said.

In a written statement, US Airways said, "The company did not exaggerate the funding requirements of pension plans. US Airways used reasonable actuarial assumptions." It added that the bankruptcy judge's decision "was quite clear that we had made reasonable assumptions and the lack of credibility of the plaintiff's witnesses were obvious."

Federal Judge Leonie Brinkema dismissed the appeal on May 27. She didn't address the merits. She simply ruled that "revisiting this issue at this late date, after US Airways and its other creditors have proceeded with numerous transactions pursuant to the current reorganization plan, is wholly impractical." The retired pilots have filed a further appeal.

Owners of the airline, which emerged from bankruptcy March 31, would indeed find it unpalatable to see the pilots' pension plan restored. In its first quarter filing with the SEC, US Airways disclosed that even after taking into account claims from the PBGC, the airline gained \$387 million from killing the pilots' pension plan.

THE GUPPY GATHERING 2003 OCTOBER 4TH

from 12 til 4 PM

Depot Park, 270 First Street West, Sonoma, California
(one block north of the Plaza)

All guppy pilots and flight attendants are encouraged to attend. Bring yourself, or anyone else who might like to have fun and reminisce about the "good old days." Please bring your own food and drink; barbeque pits are available.

FOR MORE INFORMATION, PLEASE CONTACT:

[Leon](#), [Bob](#) or [Larry](#).

Leon's e-mail address is: Vickyjune@aol.com or phone is: 707-938-4575

Bob Chaber's e-mail is RChaber@compuserve.com

Larry Whyman is DLWhyman1@aol.com

2003 ALPA Council 12
Retirement & Recognition Party

DATE: Saturday – October 18, 2003

TIME: 5:30/Social hour – 6:30/Dinner – Cash bar

PROGRAM: Retiree Recognition – Entertainment TBD

LOCATION: The Westin O'Hare, 6100 River Road, Rosemont, IL 60018
1-800-WESTIN-1 or (847) 698-6000

ROOM RATE: \$109.00 (plus tax) single or double

ENTREES: New York Strip Loin with Porcini Mushroom Sauce – or – Linguini with Salmon – or –
Chicken Wellington with Mushroom Duxelle

MENU: Seasonal Field Greens with choice of dressing, Medley of Market Fresh Vegetables, and for des-
sert – Mango, Lemon and Raspberry Sorbet Trio

COST: \$60.00/person

RSVP Deadline – Wednesday – September 24

Make check payable to: Council 12 Retirement Party

Mail check to: ALPA Council 12
2350 E. Devon Avenue, Suite #231, Des Plaines, IL 60018

Pilot's Name: _____

IN WHAT YEAR WERE YOU HIRED: _____ WHAT IS YOUR RETIREMENT YEAR: _____

Address: _____

Phone #: _____ E-Mail Address: _____

Entree Choice: Beef ___ Salmon ___ Chicken ___

Spouse's or Guest's First & Last name: _____

Entree Choice: Beef ___ Salmon ___ Chicken ___

Table Reservation for Retirement Dinner

Tables of up to 10 people may be reserved. Please reserve table(s) under ONE name or identifier. LIST the names of the others to be included at that table OR indicate those with whom you would like to sit otherwise you will be placed in **open seating** (hopefully with others from your year of hire or retirement year).

Reserve _____ table(s) under the name of: _____

Include the following at our reserved table(s):

Would you like to contribute extra for our guests, the Retirees & the Flight Office Staff? \$ _____

Grand Total -- Amount Enclosed \$ _____

TRAVEL BENEFITS

There have been some queries regarding the possibility of space available riders being asked to pay to upgrade from coach to business and/or business to first class. The following information from Linda Lister, Manager Travel Benefits & Relocation, applies only to regular positive space passengers:

United is currently testing two upgrade policies. The first policy applies to flights from a US gateway city to international locations that are severely oversold in Economy Class. Customer Service Representatives are instructed to upgrade interested passengers who are willing to pay a fee.

The second policy is being tested in select international locations. This policy applies to customers who want to purchase an upgrade at the gate when seats are available in the requested cabin. The price that is quoted is significantly higher than the fee charged under the first policy.

United has a long-standing policy of upgrading revenue customers. Previously, upgrades were permitted at no additional charge. The intent of these two programs is to charge for the privilege of an upgrade and to be revenue generative. Please be assured that United Revenue Management and all of us at United are concerned about revenue dilution and that the impact of these test policies is being closely monitored for any negative impact upon our revenues. Of course, revenue passenger upgrades could potentially affect pass travelers waiting for an upgrade. As always, revenue generation is the primary concern. However, we don't anticipate a significant impact on employee and retiree pass travel because the policies are being applied on a relatively limited basis. *I was informed that on a SFO - LHR flight, for example, it would cost \$400 to upgrade from Economy to Business, and \$600 to upgrade from Business to First, so would not anticipate too many takers. Ed*

San Francisco Annual Picnic



Tuesday, August 12th from 1:00 pm to 5:00 pm

Palo Alto Elks Lodge 4249 El Camino Real, Palo Alto

Fully Catered Featuring ★Roast Chicken, Ribs & Sausage★

★Salad & Desert★ ★Soft Drinks, Beer & Wine provided★

All for only \$25 per person!

Send your reservation (and check) to Milt Jines

1752 Monticello Road, San Mateo, CA 94402-4032 (650-341-4951) by August 4th

FFF There will be a liars' contest EEE ... the person with the biggest lie

(Tall tale, yarn, description, airline or "sea" story ...) will receive a special prize

CAPITAL AIRLINES ASSOCIATION ANNUAL REUNION PICNIC

Fort Hunt Park south of Alexandria

September 7, 2003, 11A.M. 'till 4 P.M

No details regarding cost and reservations available at this time.

2003 ALPA COUNCIL 11 ANNUAL PARTY

Saturday, September 6th, 2003

HOLIDAY INN HOTEL AND SUITES

Old Town Historic District, 625 First Street Alexandria, Virginia 22314

Special Room Rate of \$99 (includes breakfast) If reserved PRIOR to AUGUST 1st.
Call NOW 703-548-6300 for reservations 0900-1800 EDT

NOTE: change of date to early September.

NOTE: change of hotel to Holiday Inn, which is about two blocks from the previous hotel.

NOTE: new Council 11 Officers, Chairman Steve Gillen, Vice Chair Mike Hastings, Sec/Trea. Chris Gromek, Annual Party Chair Ray Stratton

Cocktails 1800-1900 (HOST BAR),
Dinner 1900, \$55 per person
(BEVERAGE INCLUDED)

PARTY RSVP by August 30, 2003

Send reservation information to: Capt. Ray Stratton
440 S Banana River Blvd Cocoa Beach, Florida 32931
321-917-7780 RayStratton@hotmail.com

Make checks payable to: ALPA Council 11 Annual Party (Please include your phone and address).

List below the names of your party and how you want those names to appear on the name tags;

Retirees to be Honored are listed below. IF YOU KNOW OF ANYONE, NOT ON THE LIST, WHO WISHES TO BE RETIRED OUT OF THE COUNCIL 11 PARTY contact Captain Ray Stratton.

BLAND, JOHN; BOESZ, DANIEL; BOWLES, MICHAEL; BRAUNREITER, JOHN; COUVILLION, GENE; CURTIN, JAMES; DOWD, THOMAS; EMBORSKY, THOMAS; EUBANKS, SAM; FRANTZ, ROBERT; GOOD, E. JAMES; HARRY, THOMAS; HESCOCK, MERLE; JAKUBOWSKI, STEPHEN; LEA, JOSEPH; LEGGETT, ILOW; MAUSOLF, HENRY; NEWTON, DAVID; O'NEAL, JAMES; O'CONNOR, JOHN; OLSON, KENNETH; PEAL, BARRY; SCHAUSS, JOHN; SCHLACHTER, DAVID; SCHOMBURG, JERRY; SCHULTE, LARRY; SHAW, THOMAS; STEWART, VAN; VALLANCE, JAMES; WALTON, HERBERT; WIITA, MARLIN; WRIGHT, KERMIT.

About the Cover: Boeing 720

After introducing 5-hour continental jet flight with the 707, Boeing engineers "stretched" the 707 airframe to produce the 707-320 "Intercontinental."

When some of the major airlines started looking around for a shorter range jet than the 707, Boeing engineers "shrunk" the airframe this time and created the 720.

United purchased 29 720s and introduced it into service in July of 1960. When the Boeing 727 arrived in the United fleet, it began replacing the 720 on medium range routes.

The last of United's 720s were sold in September 1972, but many are still flying for other than U.S. airlines.

Technical Data:

Type:	4-engined jet airliner	Power Plants:	4 P&W JT3C turbines
Span:	130'-10"	Payload:	41,000 lbs.
Length:	136'-2"	Max Cruising Speed:	600 mph
Passengers:	149		

RUPA 2003 CONVENTION

October 28th-31st

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, October 28 Dinner Buffet: \$8.00 per person	_____	= _____
Thursday, October 30 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@comcast.net

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

HOW TO COMBAT A BACK ATTACK

When back pain strikes, a flock of anxious questions often arises. Here are the answers about when you can wait it out and when to seek professional help.

Perhaps you bent over to pick up a package, twisted to grab the phone, spent hours weeding your flowerbeds, or did nothing at all remember to provoke the pain. In any case, your lower back is complaining, loudly. You can barely move-or even sit-without excruciating pain. Have you done something dreadful to your spine? Should you rush to the emergency room? Or is it OK to just take some pain relievers and wait it out?

Confusion and fears can add to the discomfort of lower-back pain, which strikes an estimated two-thirds of adults at some point in their lives. For example, 48 percent of people believe that surgery is the only real cure for at least half of all low-back-pain cases, according to a recent survey from the American Academy of Physical Medicine and Rehabilitation. However, surgery is actually effective in less than 5 percent of cases. Moreover, a recent review article in *The New England Journal of Medicine* found that doctors disagree on how aggressively to treat an out-of-whack back. Many physicians overuse X-rays and MRIs (magnetic resonance imaging) to identify the source of the pain, and perform too many operations to treat it, the report found.

The answers to the 11 common questions listed below can help you deal with back pain, prevent recurrence, and avoid needless procedures and needless fears.

I lifted a heavy box yesterday, and today my back hurts so badly I can barely move. Does this much pain mean that I've done permanent damage? Probably not. Research has found that pain is not necessarily a reliable guide to what's ailing your back. "Some patients have excruciating pain but no apparent abnormalities, while others have very apparent deformities in their spine but complain very little about pain," says back researcher Richard Deyo, M.D., M.P.H, professor of medicine at the University of Washington, Seattle. Indeed, MRI studies have shown that people often feel no pain despite having either a herniated disk (where a spinal-cushioning pad ruptures and protrudes, potentially pressing on a spinal nerve), a worn-out disk (which could allow painful contact between the vertebrae), or spinal stenosis (narrowing of the spinal canal caused by excessive bone growth, which could impinge on a nerve).

There's a small chance that the pressure from heavy lifting could have ruptured a disk or, if you're at risk for osteoporosis, fractured one or more vertebrae. But a simple back strain or sprain, catchall terms for injuries to the muscles and ligaments that support the lower back, is the most likely cause of your pain. Those injuries can be triggered not only by heavy lifting but also by simply bending or twisting awkwardly.

Will I be harming myself if I just wait to see if I feel better?

Fortunately, most bouts of back pain get better on their own within two to four weeks. Unless you have one of the signs that you need an imaging test (see next question), there's nothing wrong with taking it easy - cutting back on your usual activity level or even staying in bed for a while if it helps alleviate the pain. But don't spend more than 24 hours between the sheets because it won't speed your recovery and may even slow it down. Although people often worry about making a wrong move or seriously harming their aching back, inactivity is the enemy because it can stiffen and weaken the muscles, says Joel Press, M.D., director of the Center for Spine, Sports and Occupational Rehabilitation at the Rehabilitation Institute of Chicago.

Provided you listen to your body and stop doing anything that substantially increases the pain, you can safely follow your normal routine: moving around, doing chores, and walking. However, it's better not to exercise, lift heavy objects, or twist your trunk until the pain has eased considerably.

When do I need an X-ray or MRI to make sure there's no serious problem?

Only about 5 percent of acute cases of low-back pain involve serious, potentially treatable disease or nerve involvement. In general, undergo an X-ray or MRI for back pain only if the pain lasts for more than about a month, or you have one or more of the following:

- Severe or progressive leg weakness, or pain radiating down from the buttock to below the knee, usually with numbness or tingling. (Possible problem: either sciatica, caused by a badly herniated or fragmented disk, or a spinal tumor.)
- A recent accident or a history or high risk of osteoporosis. (Possible problem: spinal fracture.)

MRIs often reveal abnormalities that are not causing the pain. Such findings could lead to unnecessary surgery.

- Fever, night sweats, or a recent bacterial infection, particularly if the immune system has been weakened. (Possible problem: spinal infection.)

- Unexplained weight loss, a history of cancer, or incontinence. (Possible problem: spinal cancer.)

Note that all of these indicators become increasingly important after middle age, when the risk of tumor, osteoporosis, and infection all start to rise.

Unless you have one of the above indicators, it's usually best to wait several weeks after a bout of back pain before getting an imaging test. MRIs often reveal herniations or other abnormalities that are not actually causing the pain; such findings could lead to unnecessary surgery or other treatment. Moreover, back X-rays expose you to 20 times the radiation of a chest X-ray or mammogram. And imaging tests are expensive: about \$300 for X-rays and up to \$2,000 for an MRI, although both are usually covered by insurance.

If something does show up on an X-ray or MRI, does it mean I need surgery?

Not necessarily. An estimated 90 percent of people with a painfully herniated disk, the most common abnormality, get better on their own within four to six weeks, because the protruding portion tends to shrink over time. A Norwegian study of 126 disk-surgery patients—the only long-term study we could locate—found that most of those who opted for surgery experienced greater pain relief at first than those who weren't helped by conservative care. But after four years, those who did and didn't go under the knife had similar amounts of pain. Another study, involving 119 spinal-stenosis patients, found that the surgical group reported less pain and more satisfaction than the nonsurgical patients after four years - but the gap had narrowed after the first year.

Back experts strongly recommend that before you agree to undergo spinal surgery you should:

- Have a clear-cut diagnosis. Be reasonably certain that the clinical and X-ray or MRI findings indicate that surgery would provide lasting relief of your symptoms. If your physician cannot give such reassurance, seek a second opinion.
- Know the operation's potential risks.
- Be especially wary of doctors touting new, unproven surgical techniques.

What can I do to ease the pain?

Apply an ice pack or even a bag of frozen vegetables for the first day or two to curb pain and swelling. Then switch to a heating pad, set on low and separated from the skin by a towel, to promote healing blood flow. Or try a heat wrap, which requires no electric cord and can be worn throughout the day or night. For temporary relief, rub in a deep-heating cream (but never use it with a heating pad).

An over-the-counter nonsteroidal anti-inflammatory drug (NSAID) such as aspirin, ibuprofen (Advil, Motrin IB), naproxen (Aleve), or ketoprofen (Orudis-KT) should help relieve mild to moderate pain. If you have had gastrointestinal or allergic reactions to those drugs, you might try acetaminophen (Tylenol) instead, though it won't ease the inflammation that often contributes to the pain. Alternatively, ask your doctor about a new-generation prescription NSAID, such as celecoxib (Celebrex) and rofecoxib (Vioxx), which may cause fewer gastrointestinal problems—though it may possibly increase cardiovascular risk in susceptible individuals.

For more severe or persistent pain, ask your doctor for stronger medicine, such as a new or older prescription-strength NSAID. If that doesn't help, the following drugs might, although they can all cause considerable side effects, particularly in older people, and must be used cautiously and in carefully selected patients:

- Muscle relaxants, such as cyclobenzaprine (Flexeril) or methocarbamol (Carbacot, Robaxin), may sometimes relieve pain caused by severe muscle spasms.
- Low doses of tricyclic antidepressants, such as amitriptyline (Elavil, Endep), nortriptyline (Aventyl, Pamelor), and desipramine (Norpramin), can ease chronic pain, though it's not known why. They take 2 to 3 weeks to start working in younger adults, up to 12 weeks in older adults.

Opioid drugs, such as codeine, morphine, oxycodone (OxyContin), and fentanyl (Duragesic), are the strongest pain relievers, but in addition to various side effects, they can all cause physical dependency.

I've heard that steroid and Botox injections can each relieve back pain. Do they work?

Corticosteroids are potent anti-inflammatory drugs that can relieve certain types of back pain when injected directly into the spinal canal near a pinched, inflamed nerve. Sciatica sufferers may benefit from those injections, which can reduce pain for several weeks or months, sometimes permanently. In contrast, steroid injections into trigger points (tender spots) or facet joints (small, potentially arthritic vertebral joints) are usually not effective against back pain.

Botox, or botulinum toxin type A, the wildly popular drug that diminishes wrinkles for about six months by temporarily paralyzing facial muscles, is now being studied as a treatment for low-back pain, which may be caused in part by muscle spasms. The Food and Drug Administration (FDA) has already approved Botox not only for wrinkle removal but also certain eye-muscle and neck-muscle disorders. And doctors can prescribe it for unapproved, "off-label" purposes, such as back pain. Two small controlled clinical trials suggest - but do not prove-that Botox injections into clenched back muscles may help ease pain; the results there and in other studies indicate that this approach is reasonably safe. Our medical consultants conclude that if all other treatments fail, Botox may be worth a shot.

My friend keeps urging me to see a chiropractor for my back pain. Would that help?

More low-back-pain patients go to chiropractors than to any other health-care practitioner. Many seem to like the hands-on care. Chiropractors aim to restore range of motion and ease pain mainly by manipulating, or realigning, the spine. Some osteopathic physicians (D.O.s), who receive a medical education comparable to that of M.D.s, also perform spinal manipulation.

A recent study found that chiropractors tend to offer patients more self-care advice and more information about their condition and treatment than physicians do (although the study did not assess the validity of what the chiropractors said). Some research indicates that back patients who are treated by chiropractors are more satisfied with their caregiver than those treated by medical doctors.

Moreover, in a large CONSUMER REPORTS survey done several years ago, 49 percent of readers who tried chiropractic care said it made them feel much better, compared with 25 percent of those who tried prescription drugs.

However, the best objective studies of chiropractic have not confirmed those positive, subjective impressions of the treatment's benefits. The most carefully de-signed studies have generally found that chiropractic care, like medical care, produces only slight improvements in pain, mobility, or recovery speed.

HERNIATED DISK. A spinal disk, or cushioning pad, can herniate (rupture), allowing the thick liquid within to ooze out and, in some cases, compress a nerve, as shown here. While that can cause back, neck, or leg pain, most herniated disks cause no symptoms at all.

What about other hands-on approaches?

The three other main options are massage therapy, physical therapy, and acupressure. Massage therapists often treat back pain with one of four aggressive methods-deep-tissue massage, myofascial release, or rolfing, all designed to stretch the muscles and connective tissue by applying steady, even slightly painful pressure; and neuromuscular massage, where strong pressure is applied to painful knots in the muscles. Physical therapists may combine massage and perhaps manipulation with advice on exercise, posture, and body mechanics. Acupressure practitioners apply pressure to various points on the body believed to stimulate the flow of "energy" to the back.

In the CONSUMER REPORTS survey, the percentages of readers who said that specific treatments made them feel much better were 43 percent for deep-tissue massage, 37 percent for acupressure, and 35 percent for physical therapy - all lower than chiropractic care but higher than prescription drugs. The relatively few clinical trials of physical therapy or massage suggest that such treatments may have some benefit in some cases of acute back pain - though whether they work any better than chiropractic care is not clear. As for acupressure, we found no recent clinical studies.

Can any other alternative treatments help?

There's nothing encouraging here. Studies of acupuncture for low-back pain have generally found little efficacy. Other alternatives, including back belts, magnets, and supplements such as glucosamine and chondroitin, are of questionable aid for an ailing back.

Can exercise prevent back pain, or make it worse?

During the first few weeks of a back attack, exercise probably won't lessen the pain or speed your recovery, although inactivity can worsen the problem. But exercise can help prevent recurrence of the pain and ease a chronically aching back - in some cases providing enough relief to save you from surgery. Studies suggest that a combination of strengthening and stretching exercises for the back, trunk, and legs, as well as aerobic activities that don't jar your back - such as walking, swimming, or cycling-may be the most effective regimen.

But beyond that, the research is too scanty or inconsistent to draw firm conclusions about which specific exercises or approaches work best. So those choices ultimately depend on personal preference.

One option is to have a physiatrist (a doctor of physical medicine and rehabilitation) or a physical therapist prescribe an individualized exercise program that focuses on your particular problem and your muscle imbalances or weaknesses. Whether exercise classes - such as the Healthy Back program offered by YMCAs and many health clubs - are as effective as individualized regimens is unclear. But classes appear to work better than simply following the routines in a video or book, perhaps because classes can boost motivation.

Whichever approach you choose, follow these general guidelines:

- Pick an exercise program you enjoy. That's particularly important for back pain, where moving can be uncomfortable and the research is murky.
- Keep your abs and back in balance. Many people work their abdominal muscles religiously, mainly to improve their appearance, but don't work their back muscles at all. However, back muscles are at least as important for low-back stability and must be strengthened at least as much as the abs.
- Expect some discomfort, but avoid anything that worsens pain or causes substantial pain, either during or after the session.
- *Be patient and flexible.* It may take up to several months, depending on the problem, to start seeing results from your exercise regimen. However, if you're not feeling better within the time expected by your practitioner, consider switching to a different approach.

What else can I do on my own to help relieve or prevent back pain?

The following steps can all help:

- Reduce stress. Back muscles tighten when you're under pressure. To ease stress, try meditating, writing in a journal, or practicing progressive muscle relaxation: tense and then relax each major muscle in your body. Cognitive-behavioral therapy, in which stress-inducing attitudes and habits are replaced with healthier ones, may help too.
- Stop smoking. The habit can damage the disks, weaken spinal ligaments, and thin the bones.
- Lose weight. Shedding excess pounds will reduce the load on your spine.
- Sleep right. Choose a mattress that exerts pressure evenly on your body. One that's too hard won't support your lower back sufficiently when you're lying on your back, and won't let your shoulders and hips sink in sufficiently when you're on your side. One that's too soft will let your midsection sink in too far when you're on your back. To check whether stiffening the mattress might help; try placing a plywood board underneath it. (If it does help, you should eventually replace the mattress.) When sleeping on your side, place a pillow between your knees to reduce the pressure. When lying on your back, keep your spine aligned by using only a small pillow under your head and a large pillow, rolled-up blanket, or a firm foam wedge under your knees. And learn to "log roll" out of bed: Lie on your back near the edge of the bed, with knees bent. Roll onto your side, lower your feet to the floor, and use your hands to gently push yourself up to a sitting position.
- Learn to lift. Ideally, you should avoid significant lifting until you have no more back pain. If that's not possible, lift only objects situated above your waist and close to your body. Once you're pain free, keep the object you're lifting close to your body and keep your trunk upright; let your legs do the work, without bending, twisting, or turning your trunk.
- Stay balanced. When carrying two or more objects, try to hold roughly the same total weight in each hand.
- Don't overreach. Stand on a stool or stepladder to grasp objects above shoulder level.
- Push, don't pull. Moving heavy objects by pushing them is easier on your spine.

• Move naturally. Trying to sit or stand in what you think is the "correct" way may cause you to stiffen muscles that would otherwise be properly relaxed if you just did what felt comfortable. For example, research shows that people often try to minimize their back pain by lifting slowly while contracting unrelated muscles-both of which increase pressure on the spine. So once you're pain free, consider practicing an activity that emphasizes fluid, coordinated motions, like tai chi or dancing, to help you "unlearn" those counter-productive habits.

CONSUMER REPORTS ON HEALTH • JUNE 2003

QUARTERLY COMPANION-FARE UPDATE

If you have had a companion travel since July 1, be sure to check United's updated fares. Each quarter, the company reviews and updates its companion fares to ensure that each is 10 percent of a walk-up, unrestricted, economy-class fare for all 1,850 city pairs.

As fares fluctuate, companion travel prices change with them. While many companion fares increased this quarter, 88 percent of the increases were less than 50 cents and about 10 percent were in the 10- dollar range. Meanwhile, 5 percent of companion fares decreased significantly. For example, Chicago-San Francisco decreased from 122.42 dollars to 93.40 dollars, and Los Angeles-Guatemala decreased from 80.00 dollars to 57.50 dollars. Examples of fare increases include Chicago-Paris, which rose from 166.50 dollars to 175.90 dollars, and Denver-Las Vegas, which went from 50.05 dollars to 50.51 dollars.

Employees can use SkyNet's service charge calculator in the Travel section to look up current companion fares. You also can receive standby fare information when searching flights in WebList by clicking on a city pair (e.g. IAD-AMS). The calculator provides a close estimate of pleasure- travel fees. However, sometimes the amount charged can be more or less than the estimated fee because the fares, taxes, fees and currency-exchange rates are subject to change. To find current fare-basis codes, look in Apollo profile: S*UAL/COMPANION- PRICING.

When charging companion travelers for pass travel, United and United Express continue to collect applicable government transportation, security and passenger-facility taxes and fees for each flight segment in addition to the companion-pass fee. The company also continues to allow upgrades at no additional charge and write-your-own ticketing provides companions the flexibility to travel on very short notice.

When you let your companion traveler know the fee for a trip, be sure to review space availability and the NRSA travel guidelines before they travel. Customer Service representatives for the past few months have reported a higher-than-usual rate of dress-code violations, which slow check-in for all standby travelers.



LETTERS

M. H. "ANDY" ANDERSON—828 Santa Helena, Henderson, NV 89015

Cleve, Four years into retirement and I still can't get the check in to you on time. Next year I promise. It seems that I am working more in retirement, than when I was working. What happened?

Everything is going along just fine. No major health problems and we have a good group of retirees here in the Vegas valley. I have a new e-mail address; it's alarsson@earthlink.com.

Keep up the good work I really like to read what other people are doing in their retirement. *Andy*

JOHN D. BAKER—748 Wayside Rd, Portola Valley, CA 94028

Hi everyone: I see my 70th birthday in July and life is GOOD! My passion is still antique machinery of all kinds, and I collect and travel the world in this hobby. Cars, trucks, machine tools, and big stationary gas engines.

I have also flown 3 helicopters recently, with an IP, and he never took it away from me. It felt good.

Regards, *John*

CHARLES D. BARNARD—5410 Bedford Ave, Los Angeles, CA 90056 CG, LA, 1943-1981
ual81@comcast.net

A recent letter to the *RUPANEWS* told of Jimmie Johnson's adventures when the wings came off his mail plane. Jimmie told me that it happened over Brookville, PA. He said that before he left Cleveland, the other pilots had been talking about the speed this airplane would reach with out wings. He said that the airspeed increased rapidly as the plane started down. When it had reached far enough, he bailed out. The plane plowed into an area near to where his chute landed him. He got the mail out of the wreckage and walked into town to put the mail on the next train.

Don Toeppen wrote me to say that Harold Knoop had flown this particular airplane from Chicago to Cleveland. Harold had a boil on his rear, which made sitting on a parachute very painful, so Harold flew the trip without a chute, but sitting on a pillow. Jimmie Johnson flew the plane as far as Brookville.....

ELIZABETH BENNETT—706 Huntsman Pl, Herndon, VA 20170

Dear RUPA: Dick and I have enjoyed the *RUPANEWS* through 25 years of retirement, and appreciate all those who made it possible.

As you know, Dick "flew west" last February 17th as noted in the newsletter. However, to correct the memoriam, Dick did not have Alzheimers disease. The cause of death was Arteriosclontic Cardiovascular Discon. Dick did have Parkinson's but at that time it had only affected his mobility. Dick and his pacemaker just got tired and said "enough".

We have been remiss the last few years with his postage dues, so I am enclosing a check with our thanks, and you may remove my name from your mailing list.

With many fond memories. Sincerely, *Libby*

G.L. "BRU" BRUBAKER—573 Mosher Hill Road Farmington, ME 04938

Hi Cleve; Sending my dues via snail mail. A little late, but you know how time flies when you're retired and having fun (of course it has nothing to do with my memory!). I discovered one advantage to growing older in Maine is that on my last birthday I qualified for a lifetime hunting & fishing license. Melinda ran down to Fish & Game and bought me one within 24 hours of my turning 65.

Since I no longer have PC's, PT's, PE's and revisions to agitate me we decided to stir things up by remodeling the house. It's had the same effect on my mental state except it costs a lot more money.

Sure hope UAL pulls out of the predicament they are in. We've done a little pass travel and things appear normal, but who knows. Thanks to all the RUPA newsletter crew. You do a great job keeping us all updated and in the know. Regards, *Bru*

ROBERT F. CLOUGH -1324 Buckingham Dr. Thousand Oaks, CA 91360 K6rs@juno.com

Running rather late this year but that is one of the perks of being 83 years old, 50 years of it spent with 14 different airlines. 10 as R/O, 30 as NAV and 10 in various management positions with several "loser" Non-skeds. Wouldn't have had it any other way. Sure glad I passed through during the best time period of the industry. Time with United was probably the high point.

It is sad to see so many of the airline stalwarts falling by the wayside just like many others in the past. Not too much traveling, a trip back to Wisconsin

plus a couple reunions. Note: Don't try to get out of MSN the first week end of school vacation!
The usual health related items as the parts start wearing out. Just glad for Medicare and AARP
Thanks for a great journal. *Bob*

CLIFFORD W. CHANEY—904 E. Lizzie Ln, St. George, UT 84790

Dear Cleve, Another one coming, and wish to include in this epistle. Happy birthday to Scotty, and Steve Fusco. They seem to roll around at an increased rate. Presume that is normal. Not sure I like it. But what the hey! Am still here.

Grandson ten, Eyck LaTourette, Graduates from F-16 school at Luke on July, 2nd. Same day, 25 years ago that I retired from UAL, and seems like yesterday. Recall that I had determined, if I didn't make a good landing, was going to go around. Don't know how I would have explained it to Russ, luckily, didn't have to.

Lots of stuff, happening in not only the airline business, but general aviation seems to be taking a hit from the municipalities that they serve. So many rules and regulations, which increases the city, county and state income through fees and taxes.

And, since 9/11, the students who wish to learn to fly, have decreased because of the airline problems. I still have a few students, but not very many. My goal had been to instruct until 95. But am not sure, under the circumstances, that it will be possible. Do have to say, have had a wonderful run at it.

Family seems to be happy, most of them still in the aviation business. Son-in-law, Tom LaTourette, retired 8/30/02. He still shoots par golf. And his wife, daughter Kathi, from Evergreen, CO to TUS. Their daughter, Tennille, flies E6's and is based at tinker. Son Bill and family in SLC. FAA for Bill, Skywest for Bill Jr, and sister Candice. Craig, the computer expert. So all is well.

My very best to all the wonderful people who put our RUPA magazine to bed every month. Stay happy. *Cliff*

ROBERT E. COMMERCE—2448 Shenandoah St, Vienna, VA 22180

I was given the pleasure of writing the article in which Bill Riley flew that DC3 out of the sloping farm field and defied everyone's belief that it would be done. He told me he used no flaps. The pilot who dumped it into that farm taking everything but the poison ivy with him (a failure

to monitor fuel exhaustion) Fretwell said to me "BOB you look like an ass, you said Riley came out without flaps!!! No intelligent pilot could do that." AH YES, but Riley told me he did not use flaps because went rolling to gain speed was more important than lift. Riley's copilot was the maintenance CAP for Douglas and they made it a mutual decision. I had to produce all kinds of reports, including RILEY's statement in the Pittsburgh Press that said he deliberately did not use flaps, to convince Fretwell of what Riley said. I was on duty.

Franklin took one out of a field near Norfolk, same deal, Perfect takeoff, uneventful. McNeil had put it in that damn farm.

Ok and so nobody mentioned Riley flew as copilot on that PCA crash at old Charleywest where nobody was hurt or killed. The plane was lost. Yup, I was on duty. The Capt. was from the same area that Riley's wife was from.

My wife worked for PCA management at Old Allegheny and she was pals with Riley and Bat Taylor. Taylor hired me from ARTC. *Bob*

GEORGE A. COMPTON—27434 48th Ave S, Kent, WA 98032 georgecomton@compuserve.com
DEN, SEA, LAX, SEA, SFO

Dear Cleve, Jock and all that make *RUPANEWS* possible. Our first year of retirement has just ended and what a year it's been for United. Hope they can pull out of their spin without hitting the hard water of liquidation.

Deborah, my wife of twenty-one years, stays very busy with our eleven year-old son, Chad, and thirteen year-old, Katie. Chad plays three sports and I have been helping as an assistant coach. Katie is into dance and photography. Three of our older sons are married and all of our grandkids live within ten miles, so we don't use many passes.

I am two years into my first retirement project. It is a plans built reproduction of the first unlimited cabover hydroplane, Thriftway Too, that was built in 1956 and destroyed in 1960. A 2,500 HP Rolls-Royce Griffon will power it. If you have any interest, go to www.missthriftway.com and Link to Thriftway Too.

Glad to see Marion D. Miller's letter in the May *RUPANEWS*. He was my mentor as a teenager and helped direct me into a great career. His two sons were my closest friends. Chuck was a United Captain who sadly flew west in 1979. Dan is a PhD in volcanology and would have relieved Dave Johnston

on Mt. St. Helens at noon on the day she blew in 1980.

What changes at UAL from my first days on the DC-6 with George Keck as CEO to my last five years on the B747-400 with "what's their names" in charge!

Give me a call at 253-852-9193 or e-mail if you would like to see a real fast boat. Check is on the noon stage. Thanks, *George & Deborah*

RICHARD B. COOLEY—6339 E. Star Valley Cir, Mesa, AZ 85215

Hi Cleve, Another year has slipped by and I'm happy to say I'm still looking down at the grass. I am sometimes proud of myself for making it to 85, but then I read of the RUPA members in the 90's. Rick and I still play golf two times a week and use our pool quite a bit, especially when the temperature is 110° and above.

Warmest regards and enjoy the summer.

Dick & Rick

TOM COSGROVE—2204 Copenhaver Ter, Potomac, MD 20854 teccapt@aol.com

Started to write this the first of June and its now the 26th, so I'm going to try and get this thing off.

A slow year this time. Had a cataract operation and was able to get rid of the glasses. A golfing week was had (vacation) and played a different course each day. Had to come back home to rest up. Work the annual pro golf tournament, and looking forward to taking our 8 children, their mates and our 25 grandchildren to the beach in August.

Typical aches and pains at this stage of life. Hope UAL can get things straightened out soon.

Enjoy the *RUPANEWS* and thanks to all who get it out each month. Looking forward to the Capital reunion in September. *Tom*

ROBERT L. DAVIS—16406 W. Silver Creek Dr, Surprise, AZ 85374 snowbirds_l@msn.com

Dear Cleve, We do enjoy reading the *RUPANEWS*, though it looks like we have neglected to pay the postage fees, so will send a check to the treasurer.

We are moving from Crystal Lake, Illinois to Surprise, Arizona so this is a change of address note. We are keeping our RV and will travel north in the summer, so won't be on the road quite as long. Visitors are Welcome!

Good Luck to all. Thanks to all who keep the News going, I know it is a lot of work, but you sure are appreciated by many!! God Bless.

SYLVANUS J. DEVINE—706 Casa Bonita Ct. Los Altos, CA 94024 Scottys182@aol.com

Cleve: After diligently perusing several issues of the *RUPANEWS*, I concluded that the *RUPANEWS* STAFF prefers E-Mail. Accordingly, I researched my Macintosh Manuals (without success) to determine how to send you an E-Mail anniversary check. As a speedy backup I will send it via HEDWICK. Please leave a window open.

On another matter, I note that Bill Richards was puzzling over the word "tautology". I too had to look up some words, "sophistry" and "ululation", and decided they apply only to Democrats. (Uh, Oh! Maybe the Editor will censor that last sentence.)

Right cordially, *Scotty*

Don't sweat it, Scotty, we'll give you a bye on account of professional courtesy. Ed

WILLIAM P. ENGEL—68 Penny Ln, Easton, PA 18040

Birthday past now, so I'll get this sent immediately. Today I got up quite early to watch the start of the British Open. Not a good day for golf, very windy and gusty. As you probably know, Tiger Woods missed the fairway on his first drive and ended up with a triple bogie. Also, with the rough about three feet or so deep, it really had to be a real struggle for everyone.

But more important is the hope that the efforts of the UAL groups will be successful in working out of the serious problem they all have to contend with.

Best regards to all and God bless all. *Bill*

LARRY FIELD—18127 S. Nolan Dr, Coeur D Alene, ID 83814

Hi Cleve, Hard to believe that I am late with my yearly stipend, but alas, one more thing that is failing.

All is well in the great inland northwest and looking forward to the next 20 years of retirement.

My thanks to all of you who work so hard at keeping everything running in RUPA.

God bless all, *Larry*

LEE FRANCIS—13809 Sun Forest Dr, Penn Valley, CA 95946 leeshirley@nccn.net

Hi Cleve, It's been a fast year since I flew my last trip. I enjoy the *RUPANEWS* and I am enclosing a check for another year.

In November we moved into Lake Wildwood, which is about 8 miles west of Grass Valley and have been

busy ever since. At 1,200ft we are above the fog and below the snow and there is a lot to see and do around here. We are meeting a lot of friendly active people and many are from the Bay Area. I plan to do some hiking and fishing before summer is over. We also spend some time at our Sea Ranch house.

With the right leadership I am hopeful that the employees of UAL can pull it out of the spiral it's in. I'm glad we got to see some of the best years. *Lee*

STEPHAN R. FUSCO—2921 Amblegreen Dr, Medford, OR 97504 ssrfusco@cs.com
SFO, LAX, SFO

Jock: It was great to see you at BNO. Also enjoyed talking with Sid Nelson who I had the pleasure of working with on the DC8.

The news from Medford is that many of us regret that United now only serves our community with service by United Express.

LeeAnn and I continue to enjoy good health and appreciate your fine newsletter. Thanks to you and all who participate. *Steve*

MAX FRIEBEL—6020 91st St. E, Puyallup, WA 98371 andrfrieb@aol.com

Cleve, and fellow Retiree's, I cannot believe where the time goes, but another year of retirement has passed, and it is time for my annual report.

I am pleased to report that all is well in the great Northwest I now have my grandson and his Mom and Dad four blocks away. Sure makes it easier for me to do the "Grandfather" bit.

My lady Elizabeth and I have been doing a considerable amount of traveling. The "new" motorhome now has just over 20K miles on it, and we are hoping to do a tour around the lower 48 this summer and fall. It is time to see the things I have been flying over for years.

Still have the hangar and the airplane, and manage to keep it busy. We just returned from a long camping weekend in the eastern part of the state, and had good visit with about 15 other airplanes and crews. Our club has its' convention in July, and that will be another chance to push the airplane out of the hangar again and head for S. Dakota!

I hope the prospect of United coming out of Bankruptcy becomes a reality, and the employees and crews that have weathered this storm deserve our thanks. They are working under a different set of rules, and there is no doubt — things have changed!! Keep your fingers crossed!

Once again, I wish to add my "Thanks" to Jock and Cleve and their crew who keep the *RUPANEWS* coming to us. It is great to see those familiar names and read of the activities when it arrives. Many Thanks to all!

Regards to all, *Max*

GEOFFREY H. GARRETT—8311 SE 83rd St, Mercer Island, WA 98040 ggarrett@comcast.net

Dear Jock and Cleve - The July issue arriving today reminds me to send in my first renewal check, a few days late. Renewing is not yet habit, because I joined RUPA only last summer and well ahead of planned retirement. So, I am already identified as a slow-pay!

I continue as a 757 captain in Seattle, enjoying seniority in diminished circumstances. As a student of megatrends, I like to note that I was hired in October 1978: the very month that the airline deregulation bill was passed. I did not realize in that exciting moment that the fabled job I was taking had just begun to cease to exist! It has been a wild ride ever since, Furlough, Strike, Hall monitors, Steve Wolf and Failed ESOP.

9-11. Chapter 11. Life on the line now is very different than the life that older RUPA members knew. But security annoyances, bad layover hotels, fewer days off and lower pay aside, this is still a great profession and worthwhile career. We intend to protect and preserve it through these bad times.

Since United filed in December, I have had the privilege of serving as ALPA's representative on the Official Unsecured Creditors' Committee. Although I try to fly as many of my trips as possible, this job has been my life for the past seven months. The pace of bankruptcy developments, volume of information to digest, and frequency of committee meetings has definitely surprised me. But I consider this to be the most interesting and worthwhile thing I have ever been given the chance to do, and am very honored to have been asked. For the duration, my own small law practice is dormant.

It is very important that ALPA have this place at the creditor committee table, and we have established our standing as a responsible and influential member. I am supported at all meetings by ALPA's bankruptcy counsel. The committee and its members are fiduciaries for all of United's thousands of unsecured creditors, but consonant with that obligation members may certainly represent their individual interests. I may say that ALPA's presence and leadership

on the committee have already been most beneficial to our company, the pilots and all other employees. With the other union delegates, we stand unambiguously for the recovery, survival, and future success of United Airlines. A very few other committee members may, perhaps, be less devoted to the venture and more interested in a quick dollar payout. In short, it is good that we are on the panel, if only to balance it. In fact, we hope to accomplish a lot more. But even if the members are arranged along a continuum of commitment to our future, or may be unsympathetic to employees' parochial interests, this has been a good, interested, and activist bankruptcy creditors' committee.

As ALPA delegate, I am one of two committee vice-chairmen and a member of the Executive Committee. I also serve on a subcommittee that reviews the company's proposed aircraft lease restructuring agreements. In these roles, I have close working relations with the committee's professionals and exceptional access to bankruptcy information. The Executive Committee and our professionals meet monthly with Mr. Tilton, invited board members, and senior management. I report to the MEC, but, perplexingly, may not confer with the Master Chairman. The US Trustee immediately erected a "Chinese Wall" between us, on the ground that ALPA's simultaneous access to both committee and BOD information confers an unfair advantage upon us as a single creditor. The IAM has the same internal ethical wall; the AFA, lacking a board seat, does not. It is a cumbersome and, I think, silly restriction. But we honor it.

More obviously, I am not at liberty to disclose committee confidences in a letter such as this, and I certainly know better than ever to make predictions. I should also repeat that ALPA cannot and does not represent retirees, and I can't and won't respond to the questions everyone naturally wants to ask. But I do want everyone to know that the pilots are in the house and doing our utmost in difficult times. I may also say that our company has made great progress toward recovery and, just now, there are many encouraging signs suggesting we will succeed and emerge. Our progress so far is thanks, in very large measure, to the employees. Our people are turning in record-breaking performances, despite all the stress and financial hardship. Professionalism is its own reward. There are more struggles ahead -- some of considerable interest to RUPA -- and no doubt there are risks to us all. But I am always opti-

mistic, plan to keep working hard, and urge everyone to keep the faith.

Next summer, we'll all know what happened and I will write more. Meanwhile, I always read this publication cover to cover, and want you to know I appreciate the effort you put in to produce it.

Geoff

JOE GERKEN—20811 State Rte 73, West Portsmouth, OH 45663 gerkjam@aol.com

Firstly, a heartfelt thanks to all of you who do so much for the rest of us. This completes my first year of retirement and I have truly enjoyed it. I always thought that "work ethic" thing was way over-rated.

We live about two minutes from a nice Donald Ross designed golf course and that occupies quite a bit of my time. Mary Ann is still working, flying to Asia. We purchased a small condo in Kihei, Maui and will be wintering there. Old friends are always welcome either here or there. *Joe*

ROBERT S. GOETZ—6513 Rockland Dr, Clifton, VA 20124-2415 bgoetz@cox.net

Dear Cleve: I officially joined the ranks of the retired as of June 1. That's after 5 years of being on Long Term Disability. The FAA didn't like my heart so had to quit the best job in the world a little over 2 years prior to age 60.

We moved from the San Francisco Bay area to Northern Virginia to be closer to two wonderful granddaughters. I spend the majority of my time as a volunteer office administrator in our local church.

As I join the ranks of the retired I keep waiting for the other shoe to drop. The retirees have taken no hits in this Chapter 11 story, so will our hit happen at reorganization and the cancellation of the A plan? Sure hope and pray it doesn't!

Sincerely, *Bob*

STANLEY A. GREEN—60658 Thunderbird Ct, Bend, OR 97702

Jock, I just remembered that it's that time again.

Check is in the mail for another year.

We have been busy with golf, fishing and skiing (Mt. Bachelor closed the end of May). We attended our usual Elder hostels in early Spring--no UAL trips this year. I dropped a bunch of weight at the suggestion of my cardiologist and am still clearing out the closet.

Thanks to all who make this publication each month. *Stan*

DAVID & PAULETTE HEILBRUN—3370 Braebourn Rd, Huntingdon Valley, PA 19006

Skyqandk2@aol.com

Dear friends at RUPA, Aloha. This last year has been a busy one, spending time in Maui, Europe and endless projects around the house.

The viability of our pension plans is an on-going worry and we are really keeping our fingers crossed on that one.

We always enjoy the *RUPANEWS*—a way to keep up with the people that we don't get to see as often as we would like.

Thanks for all your hard work. *David & Paulette*

LISLE O. HICKS—PO Box 30, Loon Lake, WA 99148 lislehicks@msn.com.

Dear Jock, Hope all is well with you. With the news about UAL and the Mid East situation you never know what to expect. Nothing too exciting to report.

Donna and I spend a great deal of time with church related activities here in Loon Lake. People greet you differently here. When I lived in Las Vegas and you shook someone's hand, they expected money to be exchanged; it is just for friendship here. What a different way to live.

We plan on driving to Idaho the end of July for our annual family reunion. My mother is 98 years old. Her body is slowing down but her mind is just as sharp as it always was. I hope I inherited some of those qualities.

We have not done much flying because of the difficulties involved. Most of our time is spent with our adopted ten year old daughter and our five year old grandson that we have custody of. At my age they really keep me going. God bless, *Lisle*

GEORGE HOWELL—12561 Bay Leaf Ln, Rolla, MO 65401, geokate@rollanet.org ORD, EWR, ORD, IAD, ORD, HON, SFO, LAX, '61-'95

Hi, Everyone! And "Thanks!!!" to all of you that make the *RUPANEWS* possible!!!

I think that I have arrived...I was told that a local young man had referred to me as "the old codger!" Still attempting to make my wife's llama ranch a viable investment, while having to have two operations this past year for spinal stenosis, and fighting borreliosis burgdorffi again. Bb is the medical term for what is commonly referred to as Lyme Disease, except that here in Missouri it is starting to be called Masters Disease after the doctor who has figured out

that the strain of bacteria here is different than the one in and around Old Lyme, Connecticut. There are over two hundred known strains of the bacteria that cause the disease worldwide and over a hundred strains right here in the U. S. The Center for Disease Control reporting criterion is set up for the strain out east, consequently many people go undiagnosed in the rest of the country. Very interesting situation!

In between lying around a lot, I did get a little flying in with my authentic 1947 U. S. Air Force L-16B reconnaissance airplane. All local flights out of my own grass strip, at about six hundred feet altitude and seventy miles-per-hour speed. Sure can see lots more of the close details of the topography than at 39,000 feet and 500 plus mph. Enjoying the low and slow!

Made it to my 50th high school reunion in New Orleans. Thirty-three of my classmates out one hundred and seventy-two couldn't make it. They were looking up at the grass. Looking down at the grass is so much more preferable! Never realized that I went to school with such old looking people. Drove down and back! Saw many new things driving! Otherwise, just a flight on United over to Washington, D.C. to make a round of the museums and visit with my daughter and grandchildren.

"They" tell me that I have an enlarged prostate (but good PSA's); that I have cataracts, osteopenia (on the way to osteoporosis) and I can see my hair is beginning to look like a monk's. But, an ultrasonic screening test says that numerous tubes of my blood distribution system is only slightly corroded with plaque. Thankfully, I have had no indications of the big "C". I might make it to next year's report! Hoping that with the Good Lord's help, and the Republican's also, this nation and United will get turned around. This nation sure went down hill from '92 to '00. I like what one of our gentlemen said about this nation using up its resources and the Chinese becoming the Super Power. I fear that is what is happening!

After sailing in the Caribbean on sailboats for many years, cruise ships seem rather passé to me. I will leave that for all of you folks to enjoy and report on. Until next year! May everyone have red sails!

George

NORMAN B. JOHNSON

Dear *RUPANEWS*, Because my Dad, Norm Johnson, "flew west" on Jan. 3, 2003, I will not renew his *RUPANEWS* subscription on his birthday, Aug.

1, (1909).

However, I thought it would be worth mentioning what he did when he wasn't flying. Dad was a real "home body." In 1951 he and mom built a new home in Zenith, WA (now part of Des Moines, WA) on five acres. Dad's first project was to finish the basement, mainly for my two brothers and my bedrooms. He did all of the woodwork, all electrical, tile on the floors, closets (not easy) and two desks. In 1953 he built three beds with four huge drawers below, each. I still sleep on one of them.

After he was done with the inside, he tackled the yard. He put in several sections of lawn...to the end it took me two hours to mow it! He learned a lot about the plants he and mom acquired. They were always healthy. He made two of the acres into a baseball (hardball) field for my brothers and me. Over the years, he built two good backstops for it. He had mowers for the grass...I used them a lot! In an unusual move, our "airline" family stayed put from 1943 until we boys were all finished with high school. Norman B. Johnson was really a great father. It was a privilege to be his son. It was "frosting on the cake" to eventually know him as a fellow airline pilot.

Sincerely, *Linn V. Johnson* (former pilot...Western/Delta) 6505 Lakeview Dr. N.E., #336 Kirkland, WA 98033 linnvalen@juno.com

BOB KELLY—8411-F Crystal Springs Rd, Woodstock, IL 60098 ualcaptret@aol.com
Jock - Where does the time go! Renewed my drivers license yesterday and had to put down gray for hair color.

First I want to thank all the "givers" in our group - everyone associated with the RUPA newsletter - Cliff Sanderson, who keeps many of us in the loop - Doug Wilsman for his educated "guesses" - Bruce for his website, and the group Bill Rutherford is associated with that is trying to protect our benefits. The year has passed like a heartbeat. We divide our time between our home and gardens here and our two places in northern Wisconsin and on Lake Superior in northern Michigan. We did get two red kayaks last year, which we enjoy paddling. I still run 4 miles but it's getting ugly. I came in third in my age group in the 1st Bull Valley run but don't ask how many were in my age group.

We lost a friend in April, Bill Steger. Three RUPA members and an American pilot, who was in the Navy with Bill, gave the eulogies. Bill could not

understand why his friends would flock to him when he was sick and one of them wrote him a letter, part of which was read at the service that said: "Because you are Bill, our friend. But it is more than that. You're Bill, who has always been a gentleman. Bill, who has always lived his life with total honor and integrity. Bill, who's never uttered an unkind word about anyone, and whose heart, soul and generosity are ever present. Bill, who's always been Glen's knight in shining armor. Bill, who's brought the art of the contrived one-liner to a new level of perfection. And Bill, who has always kept the faith. You are all of these and more. You are everyone's friend." Bill was also a giver.

Thank you again for all that you do. *Bob & Carolyn*

HAROLD C. LLOYD, JR.—146 Gulf View Dr, Islamorada, FL 33036 (fall/winter)

147 Cardinal Dr, Toms River, NJ 08755

(spring/summer) hcljr@earthlink.net

Dear Cleve: This month I qualify for Medicare!

Five years into retirement and I do miss everyone I flew with and the layovers, but not the drive to and from the airports, the FAA or what's going on at UAL now. I have spoken with some of the current pilots and they say it is not fun anymore.

From what has been said re UAL it still looks iffy, but there might be light at the end of the tunnel. It is really too bad that CEOs have no clue on how to run an airline. During my 30 years at UAL it always seemed to me that it remained successful in spite of management...NOT because of it. Bad decisions and their animosity toward the employee groups is still their claim to fame.

We have been keeping busy this past year visiting our son and his family in Maryland, driving down to our Florida home in Oct., running around in the boat among the Keys and visiting our kids and grandkids in Tampa during the winter. Then back to our home in New Jersey in April to spend the summer months in the pool.

We didn't set foot on a United flight once, but flew to Florida on Spirit on short notice last July, when my aunt passed away, then again in May when our daughter had to undergo an operation in Tampa. Both flights were out of Atlantic City with no hassle getting to the airport, no parking problems, no waiting for a seat assignment (or possibly not getting on at all) and departing right on time (they put on a good show).

That's about it. Keep up the good work on the RU-

PANEWS, it's great to keep up with what's going on with all the retirees' news and the rest of the info you fit into the monthly issues.

Best wishes to all, *Harry*

SHERM MANCHESTER—50 St. Andrews Dr, Novato, CA 94949 sam3cam@earthlink.net JFK, MIA, LIS, SFO ('65 - '97)

Hi Jock, The postage check is in the mail to Cleve. Not much to report this year. We are still spending half the year in Northern CA, and the rainy months in Palm Desert. We did travel to Florida (in January) to board the Radisson *Mariner* for a Panama Canal cruise, winding up in LA. Although Carol and I had both flown in and out of Panama many times, we hadn't actually ridden through the canal. It was very interesting, and what a major accomplishment 100 years ago.

Let's see, Georgetown, Cayman Islands was crowded. When one of those Mega-ships pours out its passenger load there are crowds. When five of them do it, it's crazy! Panama is still as sweaty as I remember it, but the stop in Costa Rica was good. The swimming with the dolphins in Acapulco was GREAT, and whale watching in the Sea of Cortez was "cool".

The *Mariner* is a very nice ship, and the pod propulsion system is a technological leap forward. She can turn on a dime, and there is virtually no vibration. Radisson Seven Seas Cruises is still the best value for inter-liners, although we think SilverSeas is at the top of the list for luxury (and, for pilots, all the booze is included)!

I'm always looking for some new golf partners, so give a shout. *Sherm*

JEANNE MARRAPO—855 Sharon Park Dr, Menlo Park, CA 94025

Dear Cleve & Jock, Thanks for the fine job you do to keep everyone informed. Personally, I think UAL will be around for quite some time.

Enjoy reading the RUPANEWS, although I recognize very few names anymore.

Enclosed are dues for another year and happy to hear Jock is doing so great. Sincerely, *Jeannie*

STEPHEN MARTIN—2327 Bayside Ct, Westlake Village, CA 91361 stevem13@adelphia.net

I'm really cutting this close. This is my Birthday month and it is already the 29th. On June 13th, I joined the octogenarian club. The big 8 OH. That

was the extent of the excitement for this year. Hey maybe not for you, but for me WhooPee. Balloons in the house, a free dining out evening, presents galore, and being lied to that "I can't believe you are eighty."

But enough, let me thank all who take the time from their every day living to help put out this news letter and to those who keep us (me) uninformed persons informed about the happenings at United and the impact as it relates to us. While I'm in a thanks giving mood let me say I consider myself one blessed guy for the friends I have made. I warmly remember, even at eighty, all of you. To all octogenarians and octogenarians plus, I leave you with this "It is not so bad to forget to Zip-up, as it is to Zip-down."

Steve

DOROTHY MC BAIN—904 Vista Grande, Paso Robles, Ca 93446

Dear Cleve: The sad financial situation of United Airlines is unbelievable and I am glad that my late husband, Don McBain, is not here to witness what is happening. He thought that United Airlines was number one in the world of airlines, and this disaster would be beyond belief. He was always very proud of the many years he spent, (33½), as Captain flying for UAL.

My thanks to the many who work in putting out RUPANEWS. Although I don't know many of the people whose names I see, I enjoy reading the articles and letters, and feel that it honors the memory of Don to keep this link to his past. Sincerely, *Dorothy*

BRUCE MCLEOD—1110 Southdown Rd., Hillsborough, CA 94010 BMcL23@yahoo.com

Hard to believe another year has passed. Stephanie and I are still sharing our time between California and our other home in England. (Well, I'm trying, but limited this year.) That means three or four round trips SFO/LHR each year. I am also managing to keep up with that nefarious group, "The Gliding Geezers", every other month to HNL, adhering strictly to our motto "By day we soar, at dusk we pour!"

The Chapter 11 filing by UAL last December kept me busy with RUPAWEB until the Union contracts ratification in May '03. Going from two desktop PC's to a single laptop helped, especially when we were traveling.

The future? Who knows? I am one of those who refuse to live in the land of "what if's". Once a Boy

Scout – “Be Prepared!”, then leave it ‘till something happens.

To all who made my UA career a great hobby instead of hard labor, - - - a big THANKX!! *Bruce*

CECIL H. MC LEOD—1535 Omni Blvd, Mt Pleasant, SC 29466 cmcleod1@aol.com

Dear Cleve, Enclosed is my fourth annual postage fee a little late. We have had a good year except for the bad management of UAL. We wish everyone the best with their pension funds.

Karen and are the first time grandparents with the birth of a girl to my number two daughter, Brenda. We are looking forward to watching her grow up. Keep up the good work. I look forward to receiving the *RUPANEWS*.

Sincerely, *Cecil*

ALEXANDER MC NUTT—PO Box 555, Crystal Lake, IL 60039

Hi Cleve, Enclosed is yet another check for yet another year. Chronologically I’ll be 67 years old in August and I really do look it. Gosh I envy those fellas who just keep going and going like the Energizer Bunny, looking svelte and being debonair. But, I do save money by not buying Viagra so that’s the offset. Did buy a motorcycle but that won’t help the junior guys now. It is fun though.

Thanks to all and I’ll “talk” to you next year (God willing). *Al*

TRUMAN W. MILLER II—721 Whitehall Plains Rd, Annapolis, MD 21401 trumanii@msn.com

Hello Cleve, Sorry that my dues are a little late. Another retiree, Paul Felton, and myself left on 22 March to start walking the Appalachian Trail. As of 7 July, we have just finished slightly under half having walked from Pen-Mar, MD, which is on the PA-MD state line to Springer Mountain, GA, a distance of about 1,055 miles in right at 108 days. You time-rate-distance sorts will note that pace is not exactly earth shattering, but it does get the job done.

We are home for a few days to sort out some of the bills that did not get paid and attack the really high priority honey-dos. The plan is to get back on the trail at Baxter State Park in Maine in a few days and start our trek south towards our original starting point. Hopefully, this will all be done by mid October. We’ll see. The total distance is just short of 2,200 miles.

We have only gotten bits and pieces of UAL news,

so it is nice to catch up by reading the *RUPANEWS*, even if it is not all good. Regards,

Truman

PATTY (Pilot) MITCHELL—PO Box 158, Melstone, MT 59054 rpmitch21@aol.com

Hello All, Well looks like times are a changing. Some of us of the female persuasion are also retiring now. I would like to belong to the Good Ole Boys of DEN but am a good ole girl.

I retired April 17, 2003 and immediately found a new job at our ranch in Montana as the ranch manager. I fired the hired guy and now I am it. Hours are long and the pay stinks, but I love it. Getting up every morning in my own bed is wonderful! I have years of deferred stickers all over the place.

To keep the ranch manager happy, I bought a Cessna 182 to park outside on the runway. I got a special N number on request from the FAA-N747PM. My husband, Robert, works for Gulfstream in Appleton, WI and has assured me he will help me fix it up for the summer of 2004 Transcontinental All Women's Air Classic. I have flown this race three years but have not won yet.

I am looking forward to hunting, packing on horseback, flying into the mountain strips in Montana, and being home to calve out my cows.

I am having a retirement party here at the ranch in Melstone, Montana for anyone who wants to fly up, 80 miles north of BIL. Planning for September 6&7 with a cook out, camping, and a western dance at a ghost town on the 7th. *Patty Pilot*

BILL MONFORT— P O Box 1413, Holmes Beach, FL 34218

Hello all, How quickly three years have gone by since the last flight! Spending time between MFR area in Southern Oregon and Holmes Beach in Florida. Health is good. So I’m enjoying sailing and a little golf.

Thanks for all your efforts to keep the *RUPANEWS* alive. *Bill*

JAMES B. MOREHEAD—452 Jill Ct, Incline Village, NV 89451

Cleve, I’m in Taipei and starting my IOE on China Airlines. My first flight is Taipei – Los Angeles. I retired from UAL after 34 years at age 55. I think the next few years at China Airlines will be interesting. Also, it will be interesting if UAL attempts to trash the retired employees by messing with pen-

sions. Some of the active employees will burn the place down if they do. We shall see! *Jim*

ART MOUNT—14 Gaslight Way, Stoney Brook, NY 11790 JFKFO

Cleve, Retired from UAL on April Fool's Day this year, some 14 months early. Still managed to get over 37 years at UAL, so I guess that's not bad. While work is perhaps not designed to be "fun", it was painful to see United slip into Chapter 11 and so for myself and many other early retirees, it just became time to say goodbye.

Not planning on leaving the North Shore of Long Island any time soon. Our three kids and only grandchild are all within a 40 minute drive.

Attended the NY RUPA meeting in June and got to see some retired guys I haven't seen in quite some time. It was a wonderful day.

My e-mail address is: ArtMount@optonline.net, so anyone is free to drop me a line. *Art*

PAT MURPHY-ILD, DEN, SFO-1956-91

Another birthday makes twelve since I brought ol' number four in from Hong Kong for the last time. Check is in the mail, and I must say my annual thanks to you and the crew who make the RUPA run.

It's been a quiet year in Paradise until just last month when a mini-adventure passed my way. I had been introduced to several members of the Granby, Colorado chapter of EAA by way of the Colorado Pilots Association. A few of them, like myself, are ex-Navy or Marine pilots---so after the usual war stories, lies, fabrications and ego-tripping, I was invited to a nostalgia feast at NAS Kingsville, Texas. Ten of us flew to Bishop, Tex. in four aircraft and were treated as VIP's for the next three days. We stayed at the BOQ, ate at the club, attended a Winging ceremony and a happy hour with the nuggets. We toured the *Lexington*, an Essex-class carrier, now a museum tied up at Corpus Christi, and on another evening, we drove thru the mesquite to an outdoor barbecue on the King Ranch. My personal hi-lite of the trip was a chance to fly the T-45 Goshawk to my first carrier landing in 49 years. Okay, it was in the simulator---but with the giant globular screen, it all looked eerily familiar until the last 400 feet when the ship kept sliding sideways away from me. I'd never landed on an angled deck in my nine years of Hellcats and Banshees, but I managed to get aboard. It was a great weekend. *Murphy*

FRANK NAGY P.O. Box 175, Gaines, MI 48436 (1951-1983)

Dear Jock / Dear Cleve, One of these days I must remember to write a birthday letter to RUPA or that joker in charge of the operation will throw me out. Now, let's see...., when IS my birthday..? ... COPS! Oh well I think he's really a good guy and wouldn't toss me out, maybe. I don't know what I'd do without the *RUPANEWS*.

Thanks Guys, for all the first-class work you do getting the letter to the troops. *Frank*

DENNEY NAROG—26006 9th Ave. Ct., East Spanaway, WA 98387-9435 kiden1@earthlink.net

Dear Cleve, I clearly recall mentally stating to myself last May that I would definitely get my dues in early this year. Although I failed to follow up on my self promise, the positive part of this confession is that I can still remember making the mental note to myself. The check is heading your way, even as I offer my *mea culpas*.

Birthdays seem to be surprise events because I think there's a subconscious belief that they are occurring more often than their annual allotment. Can that be so? Like the ominous news issued due to United's precarious position, I tend to ignore birthdays (i.e. the passage of time) because there's not a helluva lot one can do about it.

The past year brought the arrival of great grandchild number four, and Kim and I are finally comfortable with the title of Great Grandparent. Twasn't that long ago that I couldn't even pronounce it in front of my name, but I think she gets a kick out of it. Life is good in my eighth year of retirement. The only handicaps I'm concerned with are associated with golf, and I've managed to keep that hovering around 13.

As always, many thanks to you and Jock and all the of the RUPA officers, chairmen, and representatives who keep the RUPA ball rolling.

Best wishes to all, *Denney*

FRED NICHOLS, JR—3483 Princeton Corners Dr, Marietta, GA 30062

Sorry I'm a little late with my postage fee. Time seems to be in fast forward. Dorothy and I are still enjoying good health.

I almost shot my age on the golf course recently. I realize that many of you have already done that, but I hope to get there soon.

Thanks for all the good work and news about the company. *Fred & Dorothy*

ROBERT E. NORRIS—470 Neptune Dr, Redwood City, CA 94065

For the first time I will beat the deadline. ..really enjoy reading the *RUPANEWS*, many thoughtful comments and helpful ideas/directions to take in this fluid society.

Dee and I are still flying our Fleet 168 biplane around the countryside looking adventure. We usually fly every Wednesday and Saturday out of Hayward Airport, California, you buy the gas and if you want a flight in an open cockpit biplane give me a call.650-508-1079. Captain Interview Prep business is over, most of my time is now spent writing articles, books and doing expert witness work.

Dee and I are busy carving marble several days a week and have been attending classes at the community college as well. Son Craig lost his captain's seat on the B-737 for UAL and is now flying copilot...happy to have a job...not so bad as he is flying the islands in the B-767.

Extended family is growing, 3 sons, 8 grandchildren and one great granddaughter.

Took a Disneyland cruise with the oldest son Dan and his youngest daughter...If I never hear "Its a Small World" the rest of my life it will not be too soon. - however a great cruise.

Thanks to the Stuffers and all others who make this publication and RUPA a success. *Bob & Dee*

BILL NORTHRUP— 2729 SW Mariposa Cir., Palm City FL 34990

I apologize for being late – no good excuse.

This summer we are again up on the St Lawrence River, enjoying the beautiful 1,000 islands.

We came up to Alex Bay in February, into that very cold winter. All you old hockey players will love this. Our #4 daughter and her beau were married on the ice at our local hockey rink – crossed hockey sticks and all! A great party too!

Two paintings selected again this year for the aviation art thing at Oshkosh. Also did one of our F9 Cougars for the Oceana O Club.

Best regards to all, and check 6. *Manty*

BOB ODGERS—4632 Woodland Ave, Western Springs, IL 60558 Cantainjetblast@juno.com 1954-1989 MDW, SF0, EWR, CLE, DCA, DEN, ORD, LAX

Greetings and thanks for all the memories and info! I have enjoyed another year of retirement and especially having my flying memories renewed by con-

tact with old friends. What experiences we have shared, I wish we could all put it down in print form. "Harry Potter & the Mainliner Boys", "Coast-to-coast fun and excitement, while working for a financially sound airline" Hmmm? (say 'What?') The dispute of 1985 brought a healthy dose of reality to myself and others. I vowed at the time, that no-one was ever going to have me by the short hairs, again. So, the latest turmoil at our former employer, has once again, brought the pilot group to reality. We are a hardy bunch, and will survive. The Chicago Tribune article stating, "The airline is an elite army that has not had a General in five years", was pretty well on the mark except for the time length. Where is Patton, I mean Patterson, to lead us out of this mess?

A note about medical benefits. Since we are all hanging on the largesse of the company, I have applied to the V.A. for the drug benefit. (\$7 co-pay) My screening appointment has been moved up from a year wait, to six months. Who said Vets don't rate?

Oh, yes. Dropped the HMO after three years of medical changes, and went back to Medicare & BCBS. What a change! I moved from the back of the plane to first class in the treatment of the patient and appointments. One caveat: It took our new medical group handlers from November to February to notify everyone of the change. (We get a two weeks window of choice...they get? Oh, well.) Certainly keeps us retirees on our toes, doesn't it. Don't forget the IRA withdrawals and the changes to keep your naps short. Where would we be without the hard work of all of you fellow Ruparians? Thank you. (Where can \$25 bucks get so much?) *Bob*

BUD PETERS—2144 K Poppy Hills St, Eagle, ID 83616 budpat68@aol.com

Hi Jock & C/eve, I am five plus years into retirement now and still enjoying every minute of it. My wife, Pat, insists she isn't tiring of my constant presence, at least not yet. She does not accompany me on my trips to the golf course or to my favorite fly fishing streams, so she does have moments where she doesn't have to put up with me. She has been invaluable in her assistance to me in my volunteer work with the Multiple Sclerosis Society. I might add that she is also responsible for the good health I have enjoyed in our thirty five years of marriage. I am also a member of RUAEA, we have a local chapter here in the Boise area. With all the recent

retirements our group is steadily growing. We currently have ninety four members plus associates. Quite a few of our newer members are relocating here from the San Francisco Bay Area. They include a number of mechanics & flight attendants. I have learned that the majority of the flight attendants were commuters to SFO over a big part of their UAL careers.

Our group of retirees recently had a preview tour of the Boise air terminal, to be opened to the public tomorrow, June 25. It is a beautiful facility and will be a huge improvement over the old terminal building. As with other smaller stations, BOI has seen a reduction in service by UAL. When Pat & I relocated here in 1999, UAL had ten daily mainliner departures. Currently, UAL has four mainliner departures and five United Express departures daily. We hope UAL will recognize the fact that the Treasure Valley is one of the fastest growing areas in the country & see fit to increase service here in the very near future.

Thanks to both of you & the folders & stuffers for your great work in distributing the *RUPANEWS*. Your efforts are very much appreciated. Sincerely,
Bud

WILLIAM A. (Bill) PHILLIPS—482 Magellan Dr, Sarasota, FL 34243 ORD, DCA, IAD, LAX '63-'97

Greetings from the Sun Coast of FL (SRQ). We have a new E-mail address, wap747@aol.com. The reason is we signed up for the last good deal from UAL and had to change.

Things are calm here. Summer has set in with heat and humidity. To beat that, we are planning a road trip to the Northwest and back in August and September. So, if you live along our route look out. Thanks to all who put out such a great news letter. You'all come to see us. **Bill**

JOHN PINTER—5442 Willow Ln, Vermilion, OH 44089 jpinter@foldedwings.org

Hi all; I just returned from Rich McMakin,s "Summer Do" for the Cleveland Crazies and was reminded that it's that time to "re-up" for another year. It's been four short years now and I haven't missed flying at all. Time does fly when you're having fun. Don't get me wrong, I absolutely loved my career and would still be flying if the reg's allowed it. However, I am enjoying retirement just as much and am glad they made me go at 60. One of the big-

gest things people miss in retirement is the camaraderie with their co-workers. RUPA does a wonderful job of keeping us together and perhaps that is why most of us don't miss our jobs. Thanks to you and all the others in RUPA who work so hard for our benefit.

It's been another busy year! Perhaps our greatest adventure and one that is, and will continue, for the rest of our lives is our new Granddaughter. She is 11 months old now and what a charmer... wanna see some pictures <G>. Anyway, we thought the event would never occur and were resigned to the fact we didn't need grandchildren. Now we know how wrong we were. Fortunately, they live about 30 minutes away; just far enough to keep us outta their hair, but close enough we can get together frequently.

This is my year to shine as Commodore at the Vermilion Yacht Club. Although it seems like a lot of work to get to this position, (Fleet Captain, Rear Commodore, and then Vice Commodore) on looking back, it doesn't seem so bad after all. I'm enjoying the recognition (sorta like being Captain all over again) and we have an excellent staff, so the club runs its self. Check out the web site at [w"vv.vvc.us](http://w) as there is a cool picture of the club. Also in the lower left hand corner is a portion of our house with two small boats in front of it. Now you know at least one of the secrets that keep the Cleveland Crazies here.

We bit the bullet and bought a condo in Florida this past winter. It is at the River Bend CC in Tequesta, right near the Jupiter inlet on the East Coast. We are on the first fairway and have equity ownership in the CC, so golf is really inexpensive. We went to a Super Bowl party and stayed with neighbors who just bought there a year earlier. At the party there were 17 of our neighbors and they all owned homes or condos within a few hours drive and several are just minutes away. The neat thing is that they all get together several times throughout the winter, so we already have friends established. It made the decision to buy easy and in fact we made it all in one day. As an interesting side note, in talking with the seller I found out his best friend in college happened to be my best friend in high school. Unfortunately our friend is dead now but it sure is a small world. We hosted the Annual Christmas party again and it was a smashing success as reported in the *RUPANEWS*. We are going to do it again this year; in fact, it is now tradition that we do it. If any old

Cleveland Crazyies reading this are not on the mailing list for our parties and functions send me an email at jpinter@foldedwings.org so I can update my database. I'll also send it to Rich McMakin so he can update the "official" Crazyies database. There are a lotta things happening with a lotta friends but I do not want to bore everyone. Just know that I am a very happy camper and JoAnn and I are enjoying life to the fullest. Thanks for keeping me in touch with all my heroes! *John & JoAnn*

THOMAS E. PLEGER—5610 Norwich Pkwy #430, Oak Park Hgts, MN 55082
Dear Cleve, The 4th of July tomorrow is my birthday, 79th, so dues is due.
Not much has changed in the past year. Frances uses oxygen 24 hrs. per day and I use a walker while she uses a wheel chair.
We enjoy family visits and doing the daily cross word puzzles...also reading the *RUPANEWS*!!
We're still alive and kicking, well...NOT MUCH KICKING.
Our best regards to all RUPAIANS and in particular the F&Sers. *Tom & Frances*

MERLE E. POOL—69525 Dillon Rd. Spc. 26, Desert Hot Springs, CA 92241
That time of year again, these birthdays sneak up on you. No traveling this year. Arthritis finally destroyed my knees, so had the left one replaced Jan. 30th and the right one replaced June 9th. Just like your car, if a part wears out get a new part. Only thing is the new one won't work like the old one did before it wore out. Still in therapy, but looking forward to dancing at one of my granddaughters wedding. *Merle*

R.M."Bob" PURYEAR—PO Box 347, Trinity Center CA 96091 BU,-SFO, DC-3-747 1943-1981
First, Norma and I want to give a hearty "Thank You" to all the Ruparians who answered our SOS for information on Prostate Cancer. Your answers were very helpful and welcome.. My PSA has dropped off some, so I am presently in a wait and watch mode.
We sold our twin Comanche and (Culver Cadet-dismantled) so we are now out of the airplane business. We are not out of the airplane watching business however, as our property adjoins the Trinity Center Airport. We can even watch our neighbor shoot landings in his Lake amphibian because Trin-

ity Lake is just on the other side of the runway. Our elevation is slightly below 2,400'. We are in a valley at the foot of the Trinity Alps, which go up over 9,000' to the west of us. And yes, they were named after the Alps in Europe because of their resemblance.

Visitors are always welcome. We live in a geodesic dome across from the windsock. Note that there are no aircraft services. Happy landings. *Bob & Norma*

RALPH B. RIDGE—5085 N. Mesa Dr, Castle Rock, CO 80104 rockymntnridge@aol.com
Hi Cleve, One year already since I retired, hard to believe! I understand now all of the statements about being busier in retirement than before.
After UAL made clear their dire financial straits, I decided to turn my corvette restoration hobby into a business. It's been keeping me busy while still affording me the opportunity to travel when Sharon and I so desire. We just returned from the Corvette 50th Anniversary celebration in Nashville where my '61 Corvette was part of the National Corvette Restorer Society's display. Now we're getting ready to leave for Hershey, PA for a corvette convention. We drive the car everywhere and will put about 5,000 miles on it this summer.
I enjoy reading the *RUPANEWS* each month so I can keep up with fellow retirees' activities.
Thanks for all of your hard work. *Ralph*

JIM ROSATER—319 N. Valley Hill Rd, Woodstock, IL jrosaire@aol.com
Dear Cleve, Nine years now and all going very well with Jean and me. Appreciate all the work the RUPA officers do to keep the newsletter in print. Also, I want to add a very special thanks to Doug Wilsman for his continuing dedication to the pilots' pension program and keeping us informed. Thanks, Doug. *Jim*

RICHARD B. SANDERS—31079 Lands End Ln, Westlake, OH 44145 rbsmls@earthlink.net
Meanderings. Last Saturday (June 21) The Northcoasters met at the home of Rich and Carol McMakin for their June gathering. Gorgeous day, fine number in attendance and the conversations of this close group lingered on for some time. Many thanks to Rich and Carol for their terrific hospitality. Mary Lou and I are just back from a 12 day journey to Seattle. Among other activities, we drove up to

Port Townsend and visited with Jerry Thoutte at his P.T. Aero Museum at the Jefferson County Airport. Jerry has a unique volunteer format working for him and together they are teaching youngsters the re-building skills necessary to produce some magnificent restorations. If you happen into the area give Jerry a call and stop in to see the kids and their peers and their work.

I have started doing some flying for AirLifeLine and enjoy the mission of assisting medically needy persons with their transportation needs. Their (as well as other similar organization) flying is divided up regionally so the flights are within the range of the equipment you happen to be operating. For instance, next week I will fly Cleveland, Rochester, N.Y., Detroit, and back to Cleveland, this journey in a Skylane. Mixes in very nicely with the \$250.00 hamburger. If you think that you would like to put your plane to this purpose, look them up at AirLife-Line.org.

And finally this from one of my favorite aviation authors, Len Morgan, retired Braniff Captain and contributor to Flying Magazine for many years. This particular article he entitled "Silver Eagles". For the rest of us, hospitality hour was scheduled for takeoff at 4 p.m. My wife and I arrived at 4:05; the room was already crowded;...It was like opening an old family album. Each familiar face was remindful of a ground school endured, or hours logged together for weeks or months, of incidents, some humorous, some sad or a bit hairy, of a chapter of airline flying that is almost quaint in retrospect. There are few places on earth that at least one of our pilots has not seen, the Polar regions included. Many of their experiences were remarkable, some almost beyond belief.

That from a gathering of his airlines retiree organization called BISE. Had a wonderfully familiar tone as I read it.

Mary Lou and I and our family are well. Fraternally, *Dick*

LARRY L. SCHMIDT—4909 Hoen Ave, Santa Rosa, CA 95405

Dear Cleve: Boy have the last four years gone by fast. I think time is starting to accelerate. Anyway, we are all getting older. We are both in good health. So we can be thankful for that.

We had only one big trip this last year. We spent three weeks in the heart of Switzerland. It was kind of a repeat of a trip we took just after I retired. We

did take several car trips during the year around the west.

Thanks for all that you guys do in keeping the rest of us up to date with people and happenings.

Thanks, *Larry*

JOHN A. SCHRANDT—5330 Lighthouse Bay Dr, Madison, WI 53704

Dear Jock & Cleve, The memory must be getting better, got the check in on time this year.

Still have the travel bug—made it to Greece, England, Mexico and Sicily this year.

Thanks for keeping us up to speed on UAL's situation and for your efforts every month with the *RUPANEWS*.

Best wishes, *Jack*

STEVE K. SCOTT—305 Eatons Landing Dr, Annapolis, MD 21401 60/95 Mostly JFK (IDL)

SKS35@aol.com

In my first report to *RUPANEWS* seven years ago I wrote: "I promised my wife I would clean out the attic, basement and garage after I retired." A move from Long Island to Annapolis two years ago forced the issue, overflowing a 10 cubic yard dumpster in the process! The new garage now needs attention.

With respect to the problems at United Air Lines: It now appears UAL will soon emerge from bankruptcy. Perhaps sooner without the \$18k/mo condo rental UAL supports for its CEO. Surely management will do better with the projected \$32M per year revenue from the trip pass charges than they have with our fuel savings, ESOP notwithstanding. Speaking of management, Rono Dutta has been appointed to the board of USAir. Could it be the 'ole boy network at work? This begs the question: Does Rono pay any charges on his United passes?

There has been some travel the past few years, not the least of which have been with our group of intrepid travelers that has now grown to four couples. In addition to the Ebiner's and Hansen's, Rich and Kathy DelVecchio have joined our travel gaggle. Over the past several years our group have river cruised Russia, Moscow to St Petersburg. Germany and Austria, on the Rhine and Danube. Last year France, Nice was the starting point, sailing up the Rhone and Saone ending the tour in Paris. Included in the tour were coach seats on United from CDG to IAD. At the time UAL had three flights to the USA from Paris; ORD, SFO and IAD in that order. Hoping for up grades, Paul listed for the CDG/SFO

flight, I listed for the IAD flight. Paul and Doris got lucky and flew to SFO business class. Geri and I were luckier and rode front cabin to IAD. Our move up opened four coach seats, ours and the Ebner's, those being filled with SA's but still leaving 13 SA's at the gate in Paris. And this was Oct. 30th!!! Shortly into retirement our daughter Lisa, a F/A with USAir, gave my wife Geri a "T" shirt with an amusing, but totally untrue, saying: "If you think being a retired pilot is tough, try being a retired pilots wife"... The shirt became an in demand item for the wives in our travel group....enuf said!

CULTURE, CUISINE AND CHIANTI This fall will be our fifth tour with GCT. (Grand Circle Travel) This time 20 days in Italy; Venice, Tuscany and the Amalfi coast, ending with three days in Rome. The DelVecchios having previously spent time in Italy decided to wander around Eastern Europe instead of Italy again.. *Steve*

HOWARD A. SHAW—3 Possum Path Coram, NY 11727 hashaw25@aol.com

Hi Jock. Thanks for inserting the very informative letters concerning the UAL Chapter 11 in the *RUPANEWS*. They cleared up some things that were fuzzy in my mind.

I think I recall several months ago that you wanted to get rid of your supplemental oxygen. I hope you did. I have been on oxygen 24/7 since 1998. Now my macular degeneration has progressed to the point I no longer drive. Scared myself too many times. With the help of fifty feet of hose, a large back-up tank, and several small portable tanks I get around pretty well. My wife does all the Long Island driving. Then comes November. My daughter takes the wheel, I pack up the tubes and tanks and off to Florida we go. My daughter flies home my wife takes the wheel again and I uncoil the hose. After last winters weather on Long Island we count our blessings that I am able to lead a normal life.

Thanks again for the informational letters and God Bless, *Howie*

I use an oxygen concentrator with up to 10L/M flow and 50' of hose around the house, and portable e-type bottles on the road. If you drive a great deal, it might pay to install a concentrator in your car. With D.C.wiring they cost about \$6,000 to install. Ed

PETE SOFMAN—1230 Rock Rimmon Rd, Stamford, CT 06903 JFK, HNL, rupapetesofman@optonline.net

If any of you *RUPANEWS* readers are interested in receiving e-mail notifications of the semi-annual NY Skyscraper luncheons, please e-mail me. Your e-mail address will be kept private and the only e-mails you'll receive from us will be related to these luncheons.

Ray Bernosky has finally suckered us into taking over his long-running stint as RUPA's NY Area Rep. Our intent is to run it by committee, sharing all the "fun."

RUPA President Rich Bouska joined the NY Skyscrapers for our recent luncheon in Montclair, NJ. He addressed over 100 pilots and spouses, discussing our current concerns at United and urging us to contribute to the rapidly diminishing fund at the United Airlines Retired Pilots Foundation, which supports indigent retired United pilots and/or their surviving spouses. These folks have been ravaged by the double whammy of small pensions and inflation.

My wife Pat and I recently flew JFK-LHR, staying for a week at a hotel south of Kensington Park, for about \$100/night. The Holiday Inn near Gloucester Road also offers some good rates now while tourism is down. UAL recently added a 2nd daily round-trip between JFK and LHR, making it very easy to travel SA.

The discount ticket booth at Leicester Square now has a website that lists current shows available: see <http://www.officiallondontheatre.co.uk/index.cfm/fa/tkts.showpage>

For Underground and Bus Travel Card rates, check out page 13 at:

<http://www.londontransport.co.uk/tfl/pdfdocs/fares-tickets-may2003.pdf>

If you're visiting London for 5 or more days, the weekly Travel Card for unlimited subway (tube) and bus use is a good deal, and very convenient.

Then we flew on Iberia Airlines from LHR to BCN (Barcelona) for another 4 days. Barcelona is a great tourist town: good food, very cosmopolitan, Goudy architecture, Montserrat Monastery in the nearby mountains, nearby Costa Bravo, and former Olympic site.

For those of you visiting Oahu in Hawaii, if you're interested in doing some day hikes, check out:

<http://www.hi.sierraclub.org/Oahu/oahu-hikes.html> and

<http://www.geocities.com/Yosemite/Trails/3660/skednewsl.html> for hiking schedules. The infamous Haiku Stairs has recently been renovated, but hikers

have run afoul of local residents, due to a delay in gaining a better access to this incredible ascent. Jock, thanks for printing Casey's article about cheap drugs at Costco. This could be very useful in the near future. Cheers, *Pete*

JOHN X STEFANKI 26901 Beatrice Lane Los Altos Hills, California 94022 650 941-1299
Dear Jock: Tempus Fugit. Time flies, and another birthday has flown by. I celebrated Bastille Day with the French. Methinks, many Americans forget Revolutionary War history. If it had not been for France, America would have lost the Revolutionary War and there would not be a United States of America. History makes educational reading. Hope all is going well with you. Happy landings!
John

HENRY A. SUTA—2896 W. 115th Cir, Westminster, CO 80234 hasuta@juno.com
Hello to all: Well, we finally bought a “pilot” house. Had to sell all the rental real estate to do it, so we have been out of touch with most everyone. Thanks, *Henry*

RONALD J. SZOT—114 Amelia Ln, Mooresville, NC 28117
Hi Guys, Enclosed is my renewal fee for another year. They say lime flies when you're having fun; I must be having a ball.
The Lancair is still about a year away from flying so hopefully good old United will hang around at least that long. As long as the checks keep coming life is good. All that ESOP stock was just icing anyway, just smoke and mirrors. *Ron & Sharon*

LARRY WATKINS—751 Champagne Rd, Incline Village, NV 50/85
Hi Jock and Cleve, Well the year has been good except for the UNITED AIR LINES BANKRUPTCY, but the good news is that the Golden Parachute Contracts have been eliminated! We all hope that this great Airline will prevail now without the Greed of the Top Management.
I have just installed a King Multi-function Display 150 in the Baron. It took 7 days of work to get all the wires and antennas in the right place, and to move the radio stack down to accept the 5 inch moving map display. Now I have a half glass cockpit!
Jock, we hope your health improves again and again. Lil and I are still hiking, flying and biking. Best to ALL. Regards, *Larry*

ROBERT E. WELLS—19855 Touchmark Way #C26, Bend, OR 97702
Dear Cleve, I think I have been remiss in paying my dues the last two years and since I have signed up for the convention, I thought I had better pay up. Betty and I have just moved into a new retirement community in Bend, Oregon called Touchmark, after living in Sunriver for the passed 21 years. We have a lovely home overlooking the Deschutes River and many of our Sunriver friends are joining us.
In my 84th year I am still able to ski frequently, play golf (I'm with the Red Baron, pitch and putt courses are just my speed now, but I do tackle a regular course now and then to humiliate myself.) Betty is still an active tennis player, and I have given up trying to beat her. Thank goodness she doesn't play golf. I have been catching a few nice trout just down the short hill from our house. We're looking forward to the convention. *Bob*

GENE & JUDY WHITE—1577 Groton Dr, Hudson, OH 44236 DCA, CLE, ORD
Many thanks to the RUPANEWS Editor and Staff for the fine job they are doing during this time of uncertainty about our future retirement benefits.
I am having a good time in my old age. There are a few retired United Pilots that are teaching me a few things about the game of golf and some good North-coast gatherings that make retirement enjoyable.
Judy and I have done some traveling, mostly by car, and have hardly been to the airport since I left United. My only new news is that I will be a Grandfather before long. This will be our first grandchild and the signal that I have finally reached middle age or maybe a little older than that. We are both able to say that we are in good health and are very thankful for that. Please find the enclosed check which for once is on time. Till next year. *Gene*

E.K. WILLIAMS—18140 Airmont Rd, Round Hill, VA 20141 '66-'97 DCA, SFO, ORD, CLE, ORD, DCA, ORD, JFK, DCA, HNL
Change, Change, Change....That would make a good song, huh? Some of the younger set will remember me saying, in '86, that they should "just hang-in-there, change will come". Union leadership changes, management changes, administrations change and the economy changes. Since I began 'throwing bags' in '56 there has been a constant cycle. It is my prayer that this is another of the cycles

and the industry and most of all, United Airlines will make it to the upside of the cycle.

Just like the weather, things do change. We have had several years of drought and now we are seven inches of rain ahead for the year. It is just the month of June and we are overwhelmed by water. Hmmm, maybe it is not quite as mysterious for those of us who are labeled elders, as it is for those who have seen fewer seasons. Mercy, mercy elder rumination does get deep doesn't it?

Fished Yakutat, Hatteras and the Shenandoah with good friends. Hunted in the Appalachians with good friends and rode the Rocky Mountaineer round trip thru the Canadian Rockies with my 'bestest friend of all'. Had Breakfasts and Lunches with DCA retirees and afternoons with the Social Security Poker Society (sometime friends). To quote my first ever employer, the Welcome Wagon Lady in Pulaski Virginia, "Aren't people fun?" Thanks to all of you for a good year. *E.K.*

IN MEMORIAM

JOHN F. COLLINS

Regret to inform you a fellow Ruparian, loyal ALPA pilot and long time friend, flew west on Sunday, June 22nd.

John retired out of DENFO as a B 727 Captain in May 1992. He and I followed each other around UAL from all the bases in New York and then to Denver in the late 70's. He joined the USAF in 1953 and flew the 52's in SAC for the majority of his career. He left active duty in 1965, hired on with UAL, and flew with the reserves out of McGuire AFB where he retired as a Lt/Col in 1976.

His passion in retirement was golf. The duffer's dream of shooting his age eluded him but he did get a hole-in-one, which he was always happy at any time to tell one and all about.

Don Swift

WARREN J. FROWE

Warren J. Frowe (1919 - 2003) died May 8. He always said he was the luckiest man, born at the right time for airline flying. Warren got his private license in the CPT program at the University of Kansas, did a stint at Pensacola, and then went to S.A. with Pan American - Grace Airways. In January 1944, he was hired by PCA and stayed through name changes and

acquisition by UAL, retiring in Aug. 1978. He is greatly missed by his wife, son, granddaughters, and two dogs.

WILLIAM L. HAGGARD

My Dad, a retired United Airlines Pilot and a member of RUPA passed away last week at the age of 70 from complications associated with leukemia.

His death was such a shock to everyone. He has had more than his usual aches and pains for a while and just refused to go to the doctor. His youngest son finally talked him into going to the emergency room because he was sleeping most of the day and was getting winded just walking across the street. My Dad was always leery of doctors, probably from his days of getting flight physicals with the airlines. He never wanted to be grounded if he didn't have to be. He didn't continue his yearly physicals after retirement.

He is survived by his wife, Sandi and his 2 daughters and 3 sons.

Donation to the Leukemia Research Foundation in his name may be made. They have a foundation in all states, the one in Illinois is at 820 Davis Street, Suite 420, Evanston IL 60201.

My best, *W. Scott Haggard*

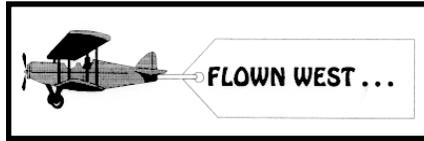
FREDERIC LOUIS REGEIMBAL

Frederic Louis Regeimbal of Queenstown, MD died on Saturday, April 26, 2003 at home. He was 76.

Born on June 29, 1926 in Minnesota, he was the son of the late Louis & Marie Regeimbal. Fred grew up in the Washington D.C. area and after graduating from high school he enlisted in the U.S. Navy and served during WW II. After begin honorably discharged he returned to Maryland and graduated from the University of Maryland. He then pursued a career as an Airline Pilot, working for Capitol Airlines, which would later become United Airlines. Retiring in 1986 after 37 years he moved to Queenstown, MD. He enjoyed boating, reading, electronics' and ocean and bay navigation and was a member of the Annapolis Power Squadron.

He is survived by his wife, Vera Mae Thorpe of Queenstown, MD and a daughter.





Edward F. Wiseman	4/1/2003
Robert G. Ferguson	4/7/2003
William H. Davison	4/9/2003
Robert W. Petersen	5/5/2003
Jack W. Parshall	5/9/2003
Joseph M. Luton, Jr.	5/13/2003
Norman C. Ballack*	

* *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* - 941-793-5251
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant CC, Stuart* 561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*Next meeting scheduled for Oct. 10th., Scottsdale Airport, Scottsdale 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: August 20th, 2003

Mailing: September 3rd, 2003



PERIODICALS

RUPANEWS

1104 BURKE LANE
FOSTER CITY CA 94404

PLACE LABEL HERE

\$25 Subscription renewal date on label