



RUPANEWS

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Ron Anderson

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PRESIDENT'S MESSAGE

Fellow RUPArians, There has been a lot of news coming forth from United lately and most if it spells bad news for us retirees. As part of the company's plan to successfully emerge from Chapter 11 bankruptcy protection, United said it needs retirees to pay for a greater portion of their medical benefits. We are already paying a considerable portion of our medical insurance costs, and now they want us to pay even more. Late last year the company announced, "Pension contributions and retiree medical benefits consume a significant portion of the company's cash flows." Now that they are after our medical benefits, are our pensions next?

United has previously announced they will come out from under bankruptcy protection during the first half of this year, probably May or June. They have to give the Bankruptcy Court a 30-day notice if they want to change benefits for retirees. That means we should know by as early as this April or May how they plan to handle our pensions.

ALPA has said they will not represent retirees, and perhaps the retirees should look to the United Retired Pilots Benefit Protection Association for help. URPBPA has said it will seek to represent its more than 3000 members in discussions with United. There is a link to URPBPA on our website. Hit the Chapter 11 Links button and look under Specialty Links.

I think now, more than ever, we all should write our Congressional Representatives and ask for their support in passing Pension Reform. If you have written before, write again, you have much to loose; if you wont fight for your benefits, who will? For your letters to reach your representatives in a timely manner, it will be necessary for you to fax or email your letter to your representative. Because of the anthrax scare, congressional mail is now delayed for weeks and will not reach your representatives prior to them voting. Even the PBGC is asking for reform before they become overwhelmed with pension debt.

Boy's Night Out is coming up this month, the 20th. It's time for all of you who wait for the last minute to make your reservations. It's hard to plan when you don't know how many are coming for dinner. Also keep the Alaska Cruise in mind. The last time I checked we had 40 cabins reserved, I'm sure we can do better than that. This month I'm off to Florida to hit the Luncheon circuit. I hope to meet all you snowbirds there. That's it for now.

Fraternally, *Rich*

DANA POINT LUNCHEON

Great Group showed for a fine meal in the sunny deck. On DECK were: Park Ames, Carlos Bernhard, Bob Brockmeier, Bruce Dunkle, John Grant, Jim Grosswiler, Pete Hansen, Rick Hoefer, Ed Judd, Jim Keeshen, Earl McKenzie, Ted Simmons, Tony Testa, Bill Stewart, Walt Bohl, Jerry Meyer, Bill Meyer and regular visitor John Callahan. Glad that Bruce Barton from Las Vegas and son Dave were able to visit our group today.

John Grant and Ed Judd had great picture airline books. John got to recalling the great age of the Super Constellation. Known at one time as the ultimate development of the piston-engined civil airliner.

Another report on the December Lunch to follow.

Regards *Ted*

DANA POINT LUNCHEON

Third Tuesday 1200 16 Dec 03. *Wind and Sea Restaurant*, Dana Point Harbor.

Busy time around Christmas resulted in a few less pilots. Just the same a great lunch and conversation was had by all! I was absent, no excuse - except that life sure can get busy when you have "nothing to do in retirement" so I'll report to the chief pilot some "Thursday" and confess.

On the deck, under the blue umbrellas were Carlos Bernhard, Bob Brockmeier, Walt Bohl, John Grant, Jim Grosswiller, Pete Hansen, Bill Meyer, Bill Rollins, Bruce Dunkle, Larry Freeman, Rick Hoefer, John Callahan, Jerry Myer, and Tony Testa.

Missing, but in action, was Park Ames. By a phone call he gave a good excuse...so there were a few less jokes on the Deck.

On the great occasion of the 100 Years of aviation, Bill Meyer asked everyone to stand and toast to the Wright Brothers... or as he said to those "Two Sons of a Bishop" who made it possible for airline pilots to make a very good living. Otherwise they would have to have found some real work! (Reference to Wright senior, with all respect, who was a Bishop).

Best Regards, **TED**

DEN GOOD OLE BOYS

The third Tuesday of November, in Denver, occurred on an absolutely delightful day. Wives were invited to our meeting and a good turnout of 50 eventuated. The bell sounded at 12:00 on the dot, and the trenchermen and their ladies lined up. No complaints were recorded about the cuisine.

During the boring business portion, the scribe and recorder noted no new reports of infirmities or demise. In the absence of Jim Krasno, a brief recapitulation of the pension situation was attempted by the scribe, which was amplified by Rick Madsen thru the help of a presentation downloaded from the ALPA Council 34 website. To summarize: there might possibly be good news.

Ed Riehl related his experiences at the recent RUPA convention, and related that a good time had been had at the event, which sentiment was echoed by this scribe.

Ann Blessin announced to the wives present, the upcoming Pilot Wives meeting on December 2, and extended an invitation.

The usual feeble attempt at humor, luckily, occurred sufficiently late in the dinner that missiles such as rolls had been consumed, thereby sparing this humble coordinator possible bodily injury there from.

The meeting adjourned in the early p.m. Those in attendance were:

Sam and Judy O'Daniel, Bob Burnett, Pete Lynch, Steve Paas, Bill Bates, Al Snook, Stan Boehm, Eve and Bill Hoygaard, Maury Mahoney, Tom Hess, Fritz Meyer, Rich and Kaye Madsen, Ralph Stewart, Ed and Ruth Riehl, Bob and Laura Ashworth, Bob and Adele Sannwald, Ed Gilroy, Max Gott, Steve and Terry Terrell, Jim Gates, Pete and Sharon Delo, Dick and Jerry Shipman, Russ and Pat Ward, Bill and Luci Pearce, Jim Jenkins, Ralph Wright, Bob and Ann Blessin, Gerry Baker, Bill and Mitzi Fife, Gary and Marian Gore, Bob and Jim-Claire Clipson, Tom and Moyna Hudgens, and the scribe/coordinator and his bride **Ted and Rose Wilkinson**

DEN GOOD OLE BOYS

The third Tuesday of December occasioned a good turnout of the faithful on the eve of the 100th anniversary of controlled aircraft flight. The dinner bell sounded at 12:00 hours on the dot, and the complaints about the vittles were few. Following the meal, there was an obligatory attempt at humor by the scribe and coordinator, followed by a request of known infirmities and etc. The final flight west on Nov. 21 of Capt. Carl Crittendon was noted. It was further noted that Bill Treichel was suffering from shingles and that Jim Harris had fallen and cracked his sternum. Our collective wishes for speedy recovery to those individuals.

Jim Krasno took the opportunity to bring everyone up to date re. the situation on the underfunding of the pilot's pension plan and the situation in congress dealing with same. It is felt that this may be dealt with soon after Congress reconvenes in January. Frank McCurdy offered to work to organize a deputation to carry our case to our two Colorado senators at a propitious time. It was further noted that the funding which has been arranged by UAL is contingent upon satisfactory resolution of the pension shortfall. This is an extremely important issue.

News of happenings at other airline carriers was briefly mentioned. The meeting adjourned with all standing.

Those in attendance were: Jim Krasno, Russ Wright, Dick Wagner, Dick Shipman, Bill Hoygaard, Barry Edward, Mike Williams, Pete Cecchinelli, Tom Hess, Dean Readmond, Dick Garbrick, Sam O'Daniel, Al Snook, Curly Baker, Jimmy Allen, Bill Bates, Maury Mahoney, Ralph Stewart, John Allen, Jim Jenkins, Roger DeLozier, Bill Fife, Frank McCurdy, Bob Clipson, Bob Steeneck, Russ Ward, Stanley Boehm, Bob Crowell, Tom Gordon, Dave Murtha, George Maize, Ray Bowman, Fritz Meyer, Dick Bennett, and the scribe and coordinator, **Ted Wilkinson**

DEN GOOD OLE BOYS

Must have been the inclement weather, but the turnout for the January meeting was somewhat disappointing. What was missing in quantity was undoubtedly made up for in quality, but at any event only 21 stalwarts made muster.

Happy hour was the usual rousing success and the dinner bell sounded at 12:00 on the dot. By elbowing and shoving, this (not so) humble scribe managed to find a place near the head of the buffet, but there seemed plenty enough to go around and compliments were passed to the kitchen regarding the cuisine. During the boring business meeting, Jim Krasno took the floor to update those assembled about the situation relating to the retired employees and the company proposals relative to health insurance, etc. About all that can be said for sure is that things are in extreme flux and we need to all contact our senators to lobby for passage of the bill containing Deficit Reduction Contribution relief. This is the Senate version of HR 2719, and is critical for UAL to emerge from bankruptcy. Bill Fife noted the passing of Ret. Capt. Ted Boerstler, who was interred on Dec. 30. Several other issues were discussed, and the business meeting terminated without bloodshed. The meeting adjourned.

Those in attendance were: Phil Spicer, Bill Hanson, Maury Mahoney, Dick Wagner, Bill Hoygaard, Ray Bowman, Dave Murtha, Al Snook, Tom Gordon, Arv Witt, Jim Krasno, Bob Blessin, Stanley Boehm, Gary Gore, Jim Hixon, Duane Searle, Russ Ward, Bill Fife, Frank McCurdy, George Maize, and the scribe and coordinator, Ted Wilkinson

GOLD COAST GROUP

The South Florida members gathered on the 11th of December for the monthly get together. Thirty of us showed up for the last meeting of 2003. We were again fortunate enough to have Bob Engelman, Council 150 Chairman, and Dan Petrovich, Chief Pilot of the Miami Domicile, present at the lunch. It is more than gratifying to have two such fine representatives of our profession to be with us. If only management and the association could have always operated from the same page, such as these two gentlemen have, we could have moved mountains. I met Dick Ruiter, I believe for the first time, and we had great laughs about the West Coast Domiciles in the early 70's. There were some interesting people around at that time. Of course there have always been interesting people around. Enough said.

In attendance on the 11th of December were Ham Wilson (speaking of interesting people), Bill Lancaster, Paul Livingway, Guy O'Rear, Ham Oldham, Terry Lewis, John Bieger, Ed Wheeler, Jimmy Carter, Peter Gallant, Ed Cleary, Mike Warde, Bob Engelman, Art Jackson, Dick Ruiter, Dick Wiley, Dan Kurt, Warren Hepler, Ned Rankin, Jack Wink, Lyn Wordell, Dave Peat, Tom Llewellyn, Jim Good, Jerry Bradley, Bob Lang, Hank Fischer and Dan Petrovich.

The day after the lunch, we found out that Jim Murphy died at a veteran's hospital in Central Florida. We will miss him. Also Dan Petrovich's father, Ed, is going to Seattle for bone marrow treatment soon. He is suffering from leukemia but is doing quite well. Our prayers are with Ed, Patty, and Dan.

The next lunch will be on January 8th at the *Flaming Pit Restaurant* in Pompano Beach at 11:30 AM. Hope to see you there. For information, Call Jim Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. For Jim and Stan *Jerry Bradley*

GOLD COAST GROUP

The first meeting of the South Florida group met on January 8th, in Pompano Beach. I was late and sat with Ham Oldham. We talked about medical problems the whole time unless we thought someone was listening in, then we threw in a couple girls names. Ham Wilson got up and told another disgusting joke. (Actually, this one I had to write down.) Jim Good flew over from Naples in his new airplane. He said the avionics put the 777 to shame. I'm still trying to forget all that stuff.

In attendance were Dick Ruiter, Hambone Wilson, Walt Kimmey, Paul Livingway, Stan Blaschke, Jim Good, Wes Fetzer, Dick Bodner, J.T. Palmer, Terry Lewis, Dave Peat, Ed Wheeler, Sid Sigwald, Les Rankin, Bob Fiedler, Lyn Wordell, Warren Hepler, Tom Llewellyn, Hank Fischer, Peter Gallant, Jimmy Carter, Ham Oldham and me, Jerry Bradley.

We learned since our last meeting that Jim Murphy died. What a great guy. We all loved flying with Jim. Also Hambone said that Bill Henderson is home and would love to see any of us. He had a stroke awhile back and is recovering.

The next lunch will be on February 12th, at 11:30 in Pompano Beach. If you wish to know anything about our gatherings, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. If you would like a postcard to remind you of the events, call me at 561 994-6103 or e-mail at p-jbradley@msn.com.

Until next month, I'm *Jerry Bradley* for Stan and Jimmy

LAS HIGHROLLERS

CLYDE HOUSE (702) 896-8821 clydie747@cox.net

The November luncheon of the Vegas HIGHROLLERS was held on a perfect Las Vegas day, clear skies, 65F and a gentle breeze to keep the heat down. Makes us feel sorry for those living in the snowy climes. However we do welcome the snowbirds who might be wintering here. Our next luncheon will be the 16th of December, same time, same place and don't forget to bring a toy or several toys for the TOYS FOR TOTS drive. Each year our donation has grown, and last year was a van full, so lets see if I need to borrow another van to carry the toys to Channel 8 for distribution. The following were in attendance: Andy Anderson & Dawn with guest Diane Anderson, Bill Balboni, Barry & Ruth Dixon, Barrie Folsom, Jerry & Susanna Johnson, Rod Lyons, Guy & Cathy Manning, Hugh & Kathy Mattern, Lyle Miller & Sharon Gravert, Bill Moore, Dave & Bonnie Munyon, Oak Porter, Don & Betty Swirnow, and yours truly Clyde House & Marie Loquet. 'Tis the time of year when a lot of our people are traveling to be with relatives so please be careful out there and come back next month for our BANQUET DINNER.

LAS HIGHROLLERS

Clyde House (702) 896-8821 clydie747@cox.net

Ahh December, 'tis the time to get ready to spoil the kids, work on "uncles" share of our income and try to maintain sanity in this insane world. Nevertheless, the Highrollers' did manage to find time for lunch at the *Memphis* and to load my pickup truck with enough toys to make Santa Claus blush. Some of the underprivileged children of Las Vegas can rejoice in the generosity of the RUPA group which I am so proud of. The group was smaller than usual, with people visiting out of town, but the following were in attendance: Andy & Dawn Anderson, Dave Baker, Bill Balboni, Barry Dixon, Bruce Fisher & Guest Marlene Brown, Jerry & Susanna Johnson, Gene Lamski, Kathy Mattern, Hal & Shirley Morris, Dave & Bonnie Munyon, Jimmy Price, Bud Puckett & Donna Vitalie, Don & Betty Swirnow, Wayne & Lucreta Ziewitz, And yours truly *Clyde House and Marie Loquet*

LAX LUNCHEON

At *Billingsley's* November 20, 2003. After 22 of us entered our private dining room it was a day to sign get-well cards. Those of us present were. Don McDermott, Rex May, Doug Rankin, Loyd Kenworthy, Fred Oldham, Norm Marchment, Trudy Ana Buck, Walt Albright, Jim Day, Bob Kohler, Nate Hall, Jim Turner, Bob Mosher, John Joyce, Jack Hanson, Shirley Hanson, Lee Cameron, Edna Cameron, Butch Trembley, Kent O'Brien, Ken Williams, Dave Kirkendall.

The first card was for Herb Goodrich, and Jim Day told of Herb being in the North Hollywood Presbyterian Hospital. It seems they are not sure what the problem is. He has had stomach problems and internal bleeding. Jim said he was on a liquid diet and he sure misses solid food. Next Bob Mosher told of Marv Jeffers having a staph infection in his blood and it has acted like a mini stroke. It has affected his left side and his speech. He was in intensive care for 3 weeks; however he is still in the Los Robles hospital. The last get well card was for Dottie Heflinger; Shirley Hanson told us Dottie had broken her left leg; it required a pin but no cast.

Don McDermott then up-dated us on the latest information he had on the pension, ESOP stock and Medical.

As our lunch arrived, Doug Rankin told of the RUPA convention in San Francisco. There were about 170 in attendance including wives and widows.

After lunch Lee Cameron who is now 92 years old told of the Boeing 247 days, and what it was like at the outbreak of WW II. Lee retired from United in 1947. He went on to tell about flying a Martin B-26C in the 1949 Bendix Air Race. Today he is still in the aviation business.

Have a great holiday season; our next *Billingsley's* luncheon will be January 15, 2004. Till then, *Doug Rankin*.

THE LAX HOLIDAY LUNCHEON

The LAX Holiday Luncheon was held at the *Hacienda Hotel* on December 11th. It was well attended by 78 persons. Rex May was our master of ceremonies and during the course of the luncheon he introduced various people who would come to the podium with interesting stories of the past and future. Lloyd Kenworthy led a toast to the first 100 years of Aviation and then, with glass in hand we all faced West to toast those Aviators, starting with Orville and Wilbur Wright, who have gone before. Bill Horn spoke of "Hoot" Moninger" who recently Flew West. Jack Hanson's wife, Shirley, was introduced as an Aviation writer and pilot, and she informed us that she has been flying for 60 years, and has scheduled her bi-annual flight check for Dec. 17, 2003 to coincide with the 100th anniversary of flight. She ended with "I do not have as many hours as the men in this room but I had to pay for my hours".

Captain Gary Meermans, Los Angeles Chief Pilot, and Eve Edwards from the LAX Flight office updated us on things in the LAX flight office and on United. Gary went on to say with the recent re-writes of the lease agreements they are now parking some of the B-777's and bringing some of B-747-400's back on line as they are cheaper to operate due to the new leases. He noted that it appears they are near the end of furloughing pilots (this writer does not remember his exact figure but it was about 2500 pilots.)

John Wisda told of a very short flight that took place on Aug 2, 1943, but was kept a secret for 50 years. He was a 23 year old Co-pilot on the C-87 (the passenger version of the B-24 Liberator Bomber). United operated these aircraft throughout the Pacific for the Military. During the month of July John and the crew had flown 126 hours, and the morning of August 2 they had gotten up early and spent the day walking around Auckland New Zealand, so they were tired and were about to go to bed, but at 8 o'clock that night they were notified that they had a scheduled takeoff time of midnight for Brisbane Australia. At that time John did not know who their passengers were to be. The passengers as he found out later were 24 high ranking Japanese prisoners of war that were to be exchanged for Allied POW's. When they arrived at the airport it was a rainy, foggy, cold night. In those days John said they did not have check lists except for the flight engineer. After John had set the power after takeoff he glanced outside and could see some lights and the airplane appeared to be in a turn. He notified the Captain of what he saw, and the captain responded that the artificial horizon showed wings level. They climbed to 600 to 1000 feet before descending, and after turning about 180 degrees they struck the ground in a right wing low attitude and the two right propellers broke off. With the impact of the crash John was thrown through the windshield and ended up rolling about 100 yards from the aircraft on top of a burning tire. The crew of the C-87 consisted of the Captain, Co-pilot, Flight Engineer, Navigator, and Radio operator. Of this 5 man flight crew only John and the navigator survived. John spent 6 weeks in the hospital from his injuries. As for the 24 passengers, 14 survived. The 14 Japanese survivors were later transported by ship to Brisbane. The probable cause of this accident was the artificial horizon had not been un-caged prior to takeoff.

Rex introduced our senior member, Lee Cameron, who just recently had his 92nd birthday, and today he is still active in the Aviation Industry. He intrigued us with an anecdote of the time when he was in Cleveland and Amelia Earhart flew in from Pittsburgh in her Lockheed Vega. After talking with Lee she said she left her pocketbook in Pittsburgh and she didn't have a nickel to make a phone call, so would he take her to her Hotel. Arriving at the hotel in his 1932 Ford she thanked him and leaned over and gave him a kiss. Lees closing comment was "I am the only man alive today that has kissed Amelia Earhart."

Before the luncheon ended Rex invited anyone that had something to say to come forward and several did. Just before people started to leave Jeannie reminded us that the 2003 LAX Retirees will have their Retirement Party in March 2004.

NORTH COAST FLYERS

The monthly meeting of the *Cleveland Crazies* was held as scheduled, in spite of the absence of our new fearless leader, Rich McMakin - who was on a cruise and had so much money he'd collected from us that he decided to keep on cruisin'! Filling in and doing a fine job of putting foot in mouth was John Pinter! Something about never getting as good service from the F/A's as we get from Vickie when howls of protest arose from our two retired F/A's- so he excepted present company, but I don't think it took!

Thursday was a warm and sunny day, which is unusual for us this time of year, and yet we had one of our larger crowds! Everyone was anxious to hear what Rick Dubinsky had to say about the Retired United Pilots Benefit Protection Association activities. We are, Rick said, positioning ourselves to be ready to appear before the bankruptcy judge with all the facts we need and all the professional help our budget will allow. We are way ahead of where US Air pilots were when faced with similar circumstances. So if you haven't paid your share - get on it before there is another Scab list!! Several of us were unhappy to hear that the RUPA newsletter will not print information from the RUPBPA, claiming it's political! Hey, United is BANKRUPT, we are fighting for our pensions - we are all retired - who else cares? *[RUPANEWS does not print RUPBA news because there is a possibility of conflict of representational interest among retirees . We made our membership list available to RUPBA on its formation, and their information is available through our web site. Ed]*.

After some hanger flying and some reminiscing about good and bad managers and pilots, we presented our ever-faithful server and friend, Miss Vickie, with a cash token of our appreciation. Jokes were told and congratulations offered to Ken Wheeler, who became a great-grandpa for the first time! Of course he has always been great - and he said, I bet you thought I just looked old!! He reminded us of the Christmas party for United folks being held in Granville, OH Saturday Dec. 13, if you are in the neighborhood. Remember our annual bash at *Pinter's* Sunday Dec. 7 - does that date ring a bell!! That will be old news when this gets published but it's what was going on. No luncheon in December, everybody report back on Jan. 18, 2004 and we'll start a new year together. Those attending were: George Bleyle, Phil Jach, Bill Dilzell, Ronnie & Rick Ogden, Gene White, John Pinter, Dave & Kris Suits, Rick & Lisa Dubinsky, Dick & JoAnne Orr, Ken Wheeler, Vic Popelars, and Bill & Dorothy Christie, who put in a brief appearance before a doctor's appointment. Dorothy is recovering from a painful knee- cap fracture and was moving well, we were glad to see. Respectfully(?) *Ed Griffith*

NORTH COAST FLYERS

December 2003. The 15th year in a row saw the **Cleveland Crazies** celebrate the beginning of the Christmas Season at John and Joanne Pinter's home on the water at Vermillion Ohio. A small, though no less hearty group, braved the first snow storm of the year end for a " bring a dish" afternoon and evening. The first guests arrived shortly after 4pm, and rumor has it that the last ones left around 12:30 am.

Making a surprise appearance were Steve and Linda Jackubowski from near Baltimore, Md., Steve having undergone a number of surgeries since mid-year because of a crushed leg and ankle, was told by his wife " if you want to go to the party , 'rise up and walk' ". He did so with a cane and a lot of class. Glad to see you Steve. Another long- distance traveling couple, Bob and Dawn Lange, made the journey from their live-aboard in Florida.

Rick Dubinsky was able to update the group on the status of the URPBPA, its position, and where things stand vis a vis the pension situation. Enlightening, but not a happy prospect.

The snowbirds have left early, and those of us brave or foolish enough to stay will meet again on the 15th of January at 1pm at *TJ's Restaurant* in Wooster, Ohio. Till January..., *R. McMakin*

From the *CLEVELAND CRAZIES* to all of you:

A Very Happy New Year.

And

Merry Christmas to all and to all a good Flight.

NORTH COAST FLYERS

On this cold, blustery day only a few hardy souls braved the weather and snow covered Roads to our monthly meeting at *TJ's* in Wooster. Would you believe that NONE of the Wooster natives joined us? The ones who showed were from Mansfield, Zanesville! and Hudson. Most from over 30 miles away! Even our 'Rookie' leader called in to be excused - seems like he had a few problems besides the snow (we always suspected he was full of IT - and today he was up to his eyes in it) his septic tank was acting up. Anyhow, the few the proud and the ugly all had a fine time. Our pilot from the line was there to fill us in on the real United world - sad news, mostly. But despite the one womanly presence the jokes and stories were funny and (mostly) clean! We sorely missed our former Grand Poobah, I queried him by e-mail and it was a senior moment! We enjoyed Ken's pictures, especially those of his great granddaughter and the one with the five(!) generations of his family. Those attending were: Harv Morris, Ken Wheeler, Gene White, Rob Marshall, Phil Jach, George Bleyle, and Ed & Barb Griffith. Same time next month, filling in for Rich, *Ed Griffith*.

NY SKYSCRAPER LUNCHEON

42 Retirees and 17 spouses attended the semi-annual luncheon at *Manero's Steakhouse*, in Greenwich, CT last Thursday 6 Nov 2003. Guests came from Maine, NH, Massachusetts, RI, CT, NY, NJ and PA. How's that for distribution?

Our first JFKFO-based lady retiree, Laurie Reeves, joined us. And so did Rip Munger, who retired with almost 50 years with UAL. Rumor has it that Rip considered becoming a flight attendant just to get his full 50!

Ray Bernosky finally found some naive retirees to take over his long-standing solo management of these luncheons. But Ray was there just to make sure nothing was amiss. Thanks, Ray, for all your years of dedication to keeping this group together.

Our next luncheon will be held in NJ, probably in early June.

In attendance were:

Ray and Sharon Amato, Howie Aronson, Bud and Mary Berlingeri, Ray and Pat Bernosky, Roger Bjornberg, Bob Burns, John Clifford, Jan and Patty Conover, Ed and Ona DeChant, Rich Del Vecchio, Ron and Betty Denk, Bob Duckworth, Wes Erbe, Larry Gardner, Ted Garrity, Bill and Elaine Grable, Jim and Mimi Handshaw, Jack Hansen, Rod and Marilyn Hobson, Ron and Marie Jersey, Pete Kohlsaat, Matti Kosonen, Jim Lattimer, Tom and Renee Libuta, Hank Lopez-Cepero, Augie and Margaret Miller, Rip and Doris Munger, Neil O'Malley, Ken and Kari Perkins, Charlie and Roberta Pocher, Tom Purrington, Dave Redfield, Laurie Reeves, Bill Reynolds, Bob and Linda Schaet, Irv and Mary Soble, Pete Sofman, Chan and Mattie Stoughton, Jim Wilder, George Williams, and Woody Woodworth

PHX ROADRUNNERS

The Phoenix Roadrunner's met on Friday Nov. 14th at the *Best Western Suites Airpark*, Scottsdale, Az. Forty Five of us met in the Pilot's Lounge for some great stories and talking all about the Good Old Day's. Then we went upstairs for a Hot Buffet. After lunch, one of our member's, Gene Paquette, entertained us with a few Irish Tunes he played on his Irish Whistle. Thanks Gene, and keep up the good work. Each member got up and told us a little bit about their life with United. Very interesting to all of us. John & Shirley Prestegaard always bring our widow ladies to our luncheons. This time it was May Brown, and Betty Bleser also Betty Bleser's son Wayne. Don Toeppen introduced us to his guest Mary Tobias. Mary was a very special person in helping Don take care of our very dear friend Joan Toeppen. It was very special to have Russ Cottle as a guest.

Those Present: Fred Anderson, Betty Bergbower, Betty Bleser, & son Wayne, Bob Blue, Frenchy & Millie Bourgeois, Mike Carlin, Ginny Coleman, Dick & Rick Cooley, Russ Cottle, May Brown, Doug Baker, Don & Jan Eiken, Ralph Johnson, Ken & PJ Killmon, Phil & Pat McDonald, Jim & Sue Mennella, Ed & Phyllis

Nelson, Mick & Sigi Paterson, Gene Paquette, Don Prestin, John & Shirley Prestegaard, Bob Sannwald, Charlie Schwob, Jerry & Mary Beth Smith, Bob Steeneck, Roy & Lois Scroggs, Dave Specht, Bob & (Mom Lyda) Tokle, Don Toeppen & guest Mary Tobias, Tom & Bev Workinger (from Tucson). Our Next meeting will be at the same place *Best Western* on Jan. 9th 2004. Please phone Millie & Frenchy 480-948-1612 or E-Mail fbourgeois@earthlink.net for reservations.
Wishing All Of You Happy, Healthy, Holidays.

PHOENIX ROADRUNNERS

Thirty Three enjoyed beautiful weather at the *Scottsdale Best Western Inn* on Fri. 9th. They came from Goodyear, Sun City, Tucson, Cave Creek, and points in between. Two RUPA members were recent retirees and 1st time with our group. Very glad to have Eric Malm and Cory Liston be with us and hope to see them often.

IN ATTENDANCE----Fred Anderson, Betty Bergbower, Frenchy & Millie Bourgeois, Mike Carlin, Russ Cottle, Jim & Ginny Dopp, Bill Dutton, Don & Jan Eiken, Ken & PJ Killmon, Cory Liston, Eric Malm, Dave Maxwell, J.O. & Arlene Martin, Jim & Sue Mennella, Phil & Pat McDonald, Bill Morrison, Ed & Phyllis Nelson, John Shirley Prestegaard, Charlie Schwob, Bob Steeneck, Don Toeppen, Tom & Bev. Workinger, Ralph Wright,

Our guest Bill Dutton IV gave a moving talk on Memorial Service for his Dad, Bill Dutton III, who flew west on Dec. 17th, 03.

Don Toeppen told us about the Caravelle and its history with UAL. Quite a few present had flown the Caravelle.

Sad to report the passing of May Brown (Gordon Brown's wife.) We had eight RUPA people at the Memorial Service. We will miss May, as she always had something to lift us up, as all of us know we indeed need plenty of help in this area. Russ Cottle told his favorite DC 3 Story. Went over quite well.

Our next Luncheon will be on Feb. 13^t *Best Western Inn Suites* at the Scottsdale, Airpark. Happy Hour starts @ 11:00 A.M. Lunch 12:15 A.M. Try to finish by 14:30 P.M. PLEASE CALL FOR RESERVATIONS: 480-948-1612 or E-Mail ----fbourgeois@earthlink.net Hope to see you there, *Frenchy*

SAN LUNCHEON

Pete Moyer, Bob Collins, Roy Holmes, Bill Pauling, Don Truncik, and first time Karl Runkle. *The Quails' Inn* is closed. We are now at the SM CC just down the road from the Inn.

Bob Bowman

SEA GOONEY BIRDS

The Seattle Gooney Birds met at the *Marriott Hotel*, SEATAC 11-20-03. There was a light turnout because of the weather but the group was in good spirits. We acknowledged the passing of Capt. Howard Van Horn, who "flew west" after a battle with cancer. Some discussion followed to determine if he had been younger than Dick Weisner and Dick decided that everyone was younger than him. The luncheon ended in a good mood with a couple of good jokes. Mark Gilkey took the roll call. In attendance: Bill Brett, Bill Raimer, Mark Gilkey, Bob Wulff, Dick Anderson, Herb Breivik, Chuck Podhasky, Ray Randall, Dick Weisner, Jim Chilton, Jack Brown, Ray Dapp, Bob Reid, Doug Christensen, Vince Evans, Ray Hull, John Turbeville. Next Luncheon: 12-18-03. Hope to see you there, *Bill*.

SEA GOONEY BIRDS

12-18-03. Attending were:, Brent Revert, Bill Raimer, Dick Wiesner, Howard Holder, John Bley, Bill Records, Bill Brett, Jack Brown, Fred Sindlinger, Gerry Pryde, Denney Narog, Dan Jessop, Chrck Westpfahl, Ray Hanson, Mack Mead, Bill Stewart, Ivory Brummet, Ray Hull, Bill Stoneman, and Bob Berkey. We welcomed Bill Stewart as the "new guy" although it has been several months since he retired.

We remembered Bob Rogell.

We were amazed at the faith of Bill Airis.

We talked about Al Haynes, our own personal Job. Al landed flight 232 in Sioux City, Iowa in 1989, saving 185 people. His oldest son was then killed in a motorcycle accident in 1997, and his wife died in 1999. Now his daughter Lauri has aplastic anemia, and must have a bone marrow transplant to live. Due to her job and insurance situation she has to post approximately \$156,000 to be eligible for the transplant. If she can do this she will have to undergo months or years of anti-rejection drugs. This will cost an additional \$125,000. To contribute to this cause -- www.friendsforlaurie.com

As a side note, since '89 Al has been speaking all over the world for airport preparation, emergency training, and CLR. If you have seen his presentation you must have been moved. Every gratuity he received he donated to those he felt needed it. He took no remuneration for his talks. We out here in the mossy Northwest hope you will join us in this cause.

I will write the following in caps: MERRY CHRISTMAS. (N-PC) Happy New Year. *Brenut*

SW FLORIDA LUNCHEON

It was a cool morning in SW Florida for this time of year. That gave the snowbirds an opportunity to wear their turtle necks and sweaters to the Fort Myers *Olive Garden* for the monthly 'Outlaw' luncheon. Every second Monday during the season down here.

An e-note from Capt Dick Sherman in Pennsylvania, (remember the first snow, it snarled air traffic etc?), was read by yours truly. It began by glorifying the first mantle of snow to fall and the beauty that resulted from the white crystal blanket that covered the landscape. It ended with cursing the snowplow driver and burning down the house. What a hoot! Thanks for sharing Dick. Maybe you can make it to the January luncheon. Snow permitting.

Then a preview of the Udvar-Hazy Museum was shared by Capt Ed Riehl. He was fortunate to have had a personal sneak preview with his family last week. If you want a virtual tour go to www.sma.v.si.edu and take a look around. *[RUPA will be formally guaranteeing a number of memorial inscriptions on their wall. Details forthcoming in the March RUPANEWS. Ed.]*

Capt Will Collins told of the 25% discount on retiree's phone bill by talking to the mass marketing representative at Sprint. Mention that you are a retired UAL employee, make application and enjoy a few more beers with the savings.

Two new RUPA members introduced themselves to the roost of us. Capt Tom Emborsky and Capt P.W. (Wayne) Harrell. Welcome aboard!

Capt Emborsky mentioned the savings on health insurance that military retirees who also retire from UAL may subscribe to. Also there was a discussion on space available travel out of RSW on discount carriers. Call the interline travel desk: 888-874-1581 for all your travel needs. They will send you an identification letter; required to get a Spirit Airline ticket and Southwest and Am Tran etc. Also get your 90 per centers on Delta etc.

Everyone was reminded to correct their e-mail address and telephone listings. After gorging on Italian cuisine, a holiday raffle was held. Capt Don Kincaid, (no relation to Thomas Kincaid), pulled numbers out of a bread basket. Capt Will Collins picked up a bottle of Champagne from Epernay, France. Capt Tom Willman took home a medley of fruit chocolates. Capt Dick Barros chose a few pounds of mixed nuts. Suzan Goodson won a box of ovations candies. My number was pulled for a bottle of wine. Thanks Don!

Everyone signed a card for Capt Chuck Monahan brought by Capt Gene Chapman. Chuck is going through chemo-therapy for an esophageal tumor and is driving with his lovely wife Barbara to Boston next week. There he will undergo esophageal reconstruction by an expert physician. Chuck will be there with family and by the time you read this he should be back in Naples and all healed up. This is Chuck's third bout with cancer in eighteen months. Good Luck and God Speed Chuck.

Others attending from SW Florida were: Ray and Twila White, Jim & Corrine Boyer, Alan and Teri Kreimer, Jim Buehner, Elis Van Alstine, Rudi Mazander, Ed Prose, Duncan Fleming, Jim & Suzan Goodson,

Jack Taffe, Jim Ralph, Bob and Carey Hitt, Rich Meadows, Jim Sutton, Jim Rigsbee, Gary Crittenden, Al May, Jerry Weistroffer, Wes Leighton, Mike Jones, Jim Druyor, and Brian Leiding, Everyone left the luncheon to play golf or play on the Gulf. When the party broke up in mid afternoon, a warm glow of Christmas Cheer overcame the entire region.

Fraternally submitted, *7S*

TAMPA SUNDOWNERS

On Dec. 17th the Sundowners gathered with their wives for our Christmas Luncheon. This year it was held at *Sam Seltzer's* in Clearwater, Fl. We had a wonderful group and think everyone enjoyed themselves. Ken Vanderhyde gave a toast in remembrance of Jim Feneley, who passed away Aug 27th. Jim was one of the founders of the Sundowners, and will be missed by all.

Those attending the luncheon were: Jim & Patti Cole, Jim & El Irwin, Warren & Vicki Jones, Ballard & Mary Leins, Woody & Diane Lynn, Wally & Paulie McCoy, Matt & Irene Middlebrooks, Jack & Toni Moran, Burt & Suzie Olson, John & Edna Papadakis, Ken & Mary Vanderhyde, Lars & Jo Warn and Ray White.

January luncheon will be at *Cuzzin's* on the 15th at 11:30am.

Matt Middlebrooks

TAMPA SUNDOWNERS

Sundowners' January Luncheon was held on the 15th at *Kissen Cuzzin's* in Clearwater, Fl.

Those in attendance were : Stan Crosier, Jim Irwin, Warren Jones, Bud Huffman, Woody Lynn, Matt Middlebrooks, Wally McCoy, Jack Moran, Burt Olson, John Papadakis, Ken Vanderhyde and Jim Wilson.

February's Co-ed Luncheon will be held on the 19th at *Cuzzin's*.

As of this writing Rick Bouska, President of RUPA, plans to be in town and will attend our luncheon. Hope to see ya'll next month.

Matt Middlebrooks

COME JOIN THESE RUPARIANS ON THE CRUISE

The RUPA Cruise is only seven (7) months away and it's time for you to sign on.

The following members have already booked their cabins.

Brett Morris	Kent & Chris O'Brien	Dick & Joanne Orr
Debora Parker	Jay & Claire Plank	Jerry & Sharon Poulin
Ned & Rae Rankin	Susie & Guest Robertson	Joseph & Judith Schenke
Bill & Janice Slocum	Lynn & Linda Smith	Robert L.B. & Norma Smith
Cleve & Rose Spring	Gary & Nevis Stimmell	Gene & Glenna Tritt
Arvid & Susan Von Nordenflycht	Tom & Karla Williamson	Wayne & Susie Wppard

PENSION BENEFIT SECURITY REPORT by Doug Wilsman, 1-19-04

Medical Coverage: On January 14th, 2004, UAL announced in the “Newsreal” that it would seek modifications to retiree medical coverage for those who retired before last July 1st to make their new coverage comparable to the benefits offered to employees that retire after that date. UAL seems to be seeking a double whammy: more contributions from retirees for less coverage.

UAL writes it is committed to reach a consensual agreement with the retirees and has invited ALPA to represent us in “negotiations.” (Knowing UAL, these negotiations are likely to consist of having our “representatives” pick the poison---the specifics of how UAL will reduce its costs where the cost reduction dollar *amount* is not negotiable.) The MEC Communications Chairman wrote on the 14th that “....ALPA does not represent nor serve as an advocate for retired pilots...” and he wrote that URBPA (the Hall/Dubinsky group) had been formed to represent retired pilots. Meanwhile, on the 15th, URBPA announced to the press that it will seek to represent its members in discussions with UAL over any changes in medical benefits.

As of today, 1-19-03, it has not been possible to gather enough reliable information yet so I can report on the makeup of the medical benefits available to pilots who retired after June 30, 2003, which seems to be the target UAL has set for all retired pilots and their eligibles. I have a copy of a 17-page Letter of Agreement that describes these benefits, but it is not clear what kinds of medical issues the post-Medicare supplement covers and how much it will costs to get it. As soon as I can confirm all this stuff, I will send a letter to Webmaster Captain Bruce McLeod for posting on RUPA Webpage at www.rupa.org.

The AFA, which represents UAL’s flight attendants, has announced that it plans to represent the retired FA’s and has already taken legal action to attempt to block UAL from reducing the medical benefits of those who retired before July 1st. But this legal action might be focused only on 2,500 FA’s who took early retirement last May and June.

Chapter 11 Exit: UAL has just announced that it plans to exit Chapter 11 by next June 30th. It reports that it has contracted with two banks for a \$2.0 billion loan that requires UAL to get approval from the feds for a \$1.6 billion loan guarantee. The issue of underfunded pensions may be put on the back burner for a few years via an IRS waiver and some urgent legislation by the U.S. Congress, which is due to return after its holiday recess tomorrow. It is not clear whether the failure to obtain this IRS and legislative relief could be a deal-breaker. If UAL were to ask the judge in bankruptcy court to distress terminate the Pilot’s A-Plan in order to successfully exit Chapter 11 (a la US Airways), UAL would need to notify the retirees of its intentions no later than April 30 in order to exit by June 30. Today, it is anyone’s guess how all this will settle out.

A-Plan’s Funding Status: A month ago UAL mailed all of us participants the Summary Annual Report on the status of the A-Plan funding as of 1-1-03---a year ago. I sent away to get the 2.5 pounds of additional paperwork from UAL that anyone can get for \$36. Then I estimated the changes that may have occurred in the last 12 months, to come up with the funding level at the beginning of this year---19 days ago. For example, about 480 retired last year, many of them early, bringing the total retirees and widows drawing benefits to about 5,900. The total benefits paid last year (2003) were about \$385 million so the portfolio’s investment yield needed to be 15% to offset just this factor.

The bottom line is that if the plan had hypothetically terminated on the first of this year, the estimated level of post-termination benefits paid by the federal Pension Benefit Guaranty Corporation (PBGC) would have been unchanged from the levels I estimated a year ago. At least I don’t think we have gone further in the hole. The 26% gain in the stock market was offset by four negative factors: (1) a reduction in the PBGC’s interest rate has caused the retirees’ liabilities to increase on paper, (2) the added burden of the new retirees and their partial lump sum cashouts, (3) the portfolio was only about 56% in common stocks and (4) UAL’s failure to make any contributions last year.

There are so many variations in the history of each individual participant who receives benefits, that none of the experts at UAL, ALPA, and URBPA are today willing to estimate the amount of post-termination monthly payments by PBGC in a hypothetical distressed termination. They all say the plan may not terminate, so why bother. There is a six-page report on www.rupa.org showing what might happen after a termination, and it takes all the six pages to explain the variations. Click “Benefits” for the link to the Wilsman Report. *Doug*

Our Name is New. Our Vision is the Same.

*United Airlines Employees' Credit Union adopts a new **name** to represent its growing membership. Growth is necessary to support higher savings dividends, low loan rates, and value-added products and services.*

Introducing ...



Although the Credit Union has undergone a corporate name change, nothing else changes – its service philosophy, transaction processes, federally insured funds, branch locations, and products and services all remain the same. Members can continue to expect higher-than-average savings dividends, great loan rates and personal member service. In fact, the Credit Union has lowered its loan rates for members.

"We have a long, proud history under the name United Airlines Employees' Credit Union, and we continue to be the credit union for United Airlines," says David Mooney, president and CEO-Alliant Credit Union. "We know this change may take some getting used to, but our name change does not affect our longstanding commitment to United. Serving our United membership remains a priority, now and into the future."

"We wouldn't be the nation's sixth largest credit union in assets without the remarkable support of our United-affiliated members," adds Mooney. "And we thank them for using our products and services, which has allowed us to offer competitive loan rates and one of the highest savings dividends in the country. Continued growth ensures we remain a financially solid and valuable organization for members, and a name change supports our membership outreach efforts. In fact, recent membership expansion allows us to maintain our higher-than-industry savings rates and, even more exciting, drop our loan rates to provide everyday great rates."

Members can continue to use their UAECU checks, ATM check cards, credit cards, and loan-payment coupons and transaction slips. As these items expire or run out, members will receive replacements with the Alliant logo on them. However, Alliant will reissue savings account Convenience Cards to members who carry them.

For more information on the credit union name change, refer to the special insert that was mailed to members with fourth quarter statements in January. Or, visit the credit union's new web site at www.alliantcreditunion.org. You can also stop by your local Service Center or call us at 800-328-1935 or TDD/TTY 773-462-2300 (Mon.-Fri., 7:00 a.m.-7:00 p.m. Central Time).

CREDIT UNION INDUSTRY ADAPTS

Nearly all industries are adapting to changing times – including credit unions. Today's credit union must have vision, strength and perseverance to compete in the growing financial services arena. A credit union's goal is to ensure success, so members have a clear choice for value, honesty and education in the financial marketplace.

Many credit unions that trace their roots to a single company, organization or association – like our Credit Union does with United Airlines – are expanding their fields of membership, as well as changing their corporate names to support a more diversified membership. In most cases, credit unions can no longer acquire sufficient growth from a single sponsoring organization. While this may seem like a dramatic transformation, it's simply a growth strategy shared in the credit union industry that serves to solidify the future for members.

Unlike banks, not-for-profit credit unions have a long history of working together to remain a value-added and supportive option for consumers. Credit unions are accountable to members, not shareholders, and have no intention of being squeezed out of the financial services market. They owe that to their member-owners.

UNITED TO SEEK MODIFICATIONS IN MEDICAL BENEFITS FOR RETIREES FORMERLY ON U.S. PAYROLL

United is committed to reaching consensual agreements with its retirees on shared costs for medical benefits, following procedures established under section 1114 of the U.S. Bankruptcy Code. As part of the company's plan to successfully emerge from Chapter 11 bankruptcy protection, United said it needs retirees to pay for a greater portion of their medical benefits. The modifications United will seek will require United's retirees who were formerly on the U.S. payroll, and retired prior to July 1, 2003, to pay a greater share of their costs of their medical benefits. "Current employees have already been asked to make sacrifices," says Pete McDonald, executive vice president-Operations. "With this change, we will bring retiree medical benefits more in line with those available to current employees and those offered by other large U.S. corporations. These modifications are among the necessary steps we must take in order to reorganize successfully and exit Chapter 11 as a profitable, sustainable and competitive enterprise."

The proposed modifications make the medical benefits of those who retired prior to July 1, 2003, comparable to the medical benefits now offered to employees who retire after that date. The proposed changes will help United create a uniform, cost-efficient medical benefit plan for all retirees, replacing a current patch-work of many different retiree health plans now administered by the company. United's proposal will ask many retirees to contribute a higher portion of the cost of their medical benefits, and all retirees who retired prior to July 1, 2003, would see changes to the coverage available under these benefits. Through this process, United is not seeking any changes to retirees' life insurance benefits.

As detailed in the Bankruptcy Code, retiree representatives will be chosen to form an Official Retiree Committee. Retirees may be represented by the union that today represents their former employee group, if the union agrees to do so. United will negotiate with these representatives with the goal of reaching consensual agreement on proposed changes to retiree benefits that are fair and equitable.

The proposed changes are expected to significantly reduce the costs of providing medical benefits to United's 35,000 retirees, which will help ensure our ability to continue to provide these important benefits. According to a recent survey by the Kaiser Family Foundation, the percentage of large employers offering retiree medical coverage dropped from 66 percent in 1988 to 38 percent in 2003. Companies that do offer coverage have increased deductibles and other benefit limits for both their active employees and their retirees.

Human Resources Call Center Contact Information

Retirees with questions about the 1114 process can contact the HR Call Center in the following ways:

- * By phone at: 1-847-700-6062
 - * Beginning later today, by e-mail at: BB-Retiree-Medical@united.com
 - * Beginning Monday, Jan. 19, by phone (toll-free within the United States) at: 1-866-825-4101
-

Questions and Answers

1. Why are you revoking medical benefits for United's retired employees?

This is emphatically not a revocation of retiree benefits. It is a modification designed to create a uniform, efficient, and cost-effective medical benefit plan for all retirees. It does so by making the medical benefits of those who retired prior to July 1, 2003 more comparable to the medical benefits now offered to employees who retire after that date. Equally important, we need our retirees to pay a greater share of the costs of their medical benefits to help reduce the rising costs of providing medical benefits to our 35,000 retirees. However, we will continue to maintain this important benefit.

2. Could United exit from bankruptcy without reducing retiree benefits?

We cannot exit Chapter 11 without an effective business plan and these modifications are part of an overall business plan designed specifically to attract financing and achieve a successful reorganization. The proposed changes are one of many necessary steps we have to take in order to get our costs in line with the

marketplace, reorganize successfully and exit Chapter 11 as a profitable, sustainable and competitive enterprise.

3. How much coverage will retirees be losing? How much more will they have to contribute to their own medical benefits?

The specific impact will be the result of negotiations we have about our proposed changes to retiree medical benefits with the Official Retiree Committee. We will establish this committee under section 1114 of the Bankruptcy Code.

4. Who represents the retirees in the negotiations with United?

As provided for in the U.S. Bankruptcy Code, unions are the presumed representatives of retirees in this process. It may be the case that some unions accept the committee representation role while others decline to do so. If this happens, the unions who accept will serve on the committee along with representatives nominated by the company for groups not represented by a union. Committee membership must be approved by the Bankruptcy Court. Just as we did with active employees, we will negotiate with these representatives with the goal of reaching consensual agreement on any proposed changes to retiree medical benefits, as necessary.

Dial 800-EYE-ON-UA, Unitel EYE-ON-UA (393-6682), or 847-952-1122. NewsReal also is available on SkyNet, United's Intranet (from a UAL desktop at <http://skynet.ual.com> or via the Internet at <http://united.intranet.ual.com>)

GENERIC DRUGS

It pays to shop around. This helps to solve the mystery as to why they can afford to put a Walgreen and Eckerd on every corner!

Recently, Steve Wilson, an investigative reporter for channel 7 News in Detroit, did a story on generic drug price gouging by pharmacies. He found in his investigation, that some of these generic drugs were marked up as much as 3,000% or more. Yes, that's not a typo -- three thousand percent!

So often, we blame the drug companies for the high cost of drugs, and usually rightfully so. But in this case, the fault clearly lies with the pharmacies themselves. For example, if you had to buy a prescription drug, and bought the name brand, you might pay \$100 for 100 pills. The pharmacist might tell you that if you get the generic equivalent, they would only cost \$80, making you think you are "saving" \$20. What the pharmacist is not telling you is that those 100 generic pills may have only cost him \$10.00.

At the end of the report, one of the anchors asked Mr. Wilson whether or not there were any pharmacies that did not adhere to this practice, and he said that Costco consistently charged little over their cost for the generic drugs.

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

For 145 of my pain pills, I paid \$72.50. I could have got 150 at Costco for \$28.08. I would like to mention, that although Costco is a "membership" type store, you do NOT have to be a member to buy prescriptions there, as it is a federally regulated substance. You just tell them at the door that you wish to use the pharmacy, and they will let you in."

Those of our members, who do not subscribe to the UAL "traditional" medical plan, with its prescription drug savings, may wish to check this out. Ed

United Airlines Historical Foundation

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

Folding and Stuffing the 2004 Directory

It took a little longer to get the Directory out than it does to do the *RUPANEWS* as we added two pair of RUPA wings decals to each of the 3,200 issues (1:30 total time). **Make sure you check your directory and get your wings. They should be somewhere near the center of the publication.** Cheers, Cleve

Here is a list of your loyal Folders and Stuffers!

Bob Ahrens	Floyd Alfson	Charlene Alfson	Marty Berg	Al Bernard	Jo Bernard
Georgia Bouska	Rich Bouska	Gary Brauch	Tom Bredis	John Campbell	Kel Carson
Bob Clinton	Roz Clinton	Sam Cramb	Neil Daniels	Sylvanus Devine	Bob Ebenhahn
Shareen Fancher	Milt Jines	Sunee Jines	Howie Jundt	Bob Kallestad	Noel Kane
Karl Kastle	Gaylan Kessel	Bob Kibort	Dwight Lubich	Ed Manning	Pat Manning
Norm Marshall	Bessie McEachern	Cam McEachern	Bruce Mcleod	George Mendonca	Don Merucci
Frank Mihalic	Mitch Mitchell	Bret Morris	George Morris	Bob O'Leary	Sam Patrick
Vilma Patrick	Mel Peterson	Jay Plank	Walt Ramseur	Jock Savage	Bud Schwartz
Jim Shirley	Bill Smith	Bob Soergel	Cleve Spring	Rose Spring	Ralph Stamps
John Stefanki	Gene Tritt	Carol Walter	Gene Walter	Ray Wolff	Larry Wright
John Young					



Address changes, Snowbirds & Others:

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

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

EASY CHECK-IN EVOLVES TO FURTHER EASE TRAVEL

United made three major improvements to EasyCheck-in(SM) that will ease irregular operations, enable through check-in to other airlines, and allow employees to check in as BP10. First, customers affected by irregular operations who have been re-accommodated by EasyRebook – which transfers E-Ticket(R) and baggage information – now can receive new boarding passes from any EasyCheck-in kiosk. Second, customers can use EasyCheck-in for flights with select other airlines such as Air Canada, Aloha, Continental, Lufthansa and US Airways. And third, employees traveling space-available who choose to have their service charges waived by flying BP10 can use EasyCheck-in.

EasyCheck-in deployment continues as the company works to install units at all 81 United U.S. stations by mid 2004. Already, 42 U.S. stations have more than 620 units and soon Denver will get additional units with bag-check capability. EasyCheck-in Curbside now is available at 40 United stations.

United is also looking forward to revenue-generating enhancements coming in 2004. These initiatives will include the ability to up-sell to premium cabins and operational upgrades. Basically, when there's space in United First or United Business, EasyCheck-in will randomly offer customers the option to upgrade themselves for a fee.

To test drive EasyCheck-in, visit SkyNet's online demonstration by clicking "Non-revenue Easy Check-in Demos" in the "Travel" web site. Travel eligibles and companions also can test drive EasyCheck-in on the Internet at www.unitedeasy.com/nonrevenue/.

Dear friends,

In case you do not recognize Laurie's name, she is my daughter. I am hoping you can find a way to assist us in meeting our goal. Could you suggest an organization, or fund, that supports this type of funding? Or forward this to friends? Or make a donation yourself? Giving over 1,500 talks, I've raised thousands of dollars for youth charities in the last 15 years. Today, my efforts are even closer to my heart.

Thank you in advance for any help you can provide.



Capt. Al Haynes
United Airlines Retired

I am writing this letter on behalf of a special young lady. She is a wonderful person, who deserves a chance at a long and healthy life with her family and friends. Her name is Laurie Arguello (Haynes), a 39 year-old married woman, and mother of one son. Laurie graduated from Tyee High School in Seatac, Washington. She was diagnosed with Aplastic Anemia, a disease that has threatened her life. Fortunately, there is a treatment, which could greatly improve Laurie's chance of survival. Laurie is a candidate for a Bone Marrow transplant at the University of Washington Medical Center in Seattle.

Even though Laurie has partial insurance coverage, the hospital is still requiring a deposit of \$156,000 *before* she can receive her life-saving transplant. She will then be required to raise an additional \$100,000 to cover her portion of the physicians' fees, hospital costs, medications, and post-transplant care.

This is where you can be of help. Laurie's family, friends and other caring and concerned volunteers in the Seattle area have united to raise the \$250,000 that is needed for the out-of-pocket transplant related expenses. We are working in conjunction with National Foundation for Transplants (NFT), a 501(c)3 non-profit organization. NFT's involvement ensures that contributions are tax deductible and will not be used for any purpose other than to pay for Laurie's transplant and related expenses.

Your donation, large or small, will be greatly appreciated, and will help to provide the support that is desperately needed now. Every dollar donated will bring us closer to providing the financial support that is required to save her life. Enclosed, you will find a donor response slip for returning a contribution. Your

check can be made payable to "National Foundation for Transplants" with the added notation that it is for the Laurie Arguello Fund. Donations may also be made using your MasterCard, VISA, or American Express credit card (details on the enclosed donor slip.) While I hope your donation will be led by your heart, I remind you that your donation is tax deductible. NFT will send a receipt for tax-reporting purposes to all contributors of \$250 or more. If you need a receipt for a donation of \$25.00 or more, please make a notation on the donation slip and the treasurer will make sure you get one.

If you are receiving this by email, please be sure to print the donation slip and enclose it with your donation. You may also donate online at www.transplants.org. Just look under 'patient campaign donations' and click on Laurie Arguello (Haynes).

Additional verification from NFT regarding Laurie and/or this fund-raising campaign effort may be obtained by calling (800) 489-3863.

YES, I wish to help Laurie Arguello!

*I wish to make a charitable contribution to the
National Foundation for Transplants for Laurie Arguello*

Make checks payable to and mail to:

**NFT for Laurie Arguello
PO BOX 7781
Covington, WA 98042**

In the amount of \$ _____.

Check Enclosed **Please charge my credit card as indicated**
MasterCard/VISA/American Express

(Please circle which card you wish to use and complete the following information.)

Name: _____

Signature: _____

(Please print)

Credit Card Number: _____

Expiration: _____

Street Address: _____

Telephone: (____) ____ - ____

City: _____ State: _____ Zip: _____

Return this form with your tax-deductible contribution to the P.O. Box indicated above or personally hand it to an authorized National Foundation for Transplants Volunteer for **Laurie Arguello**.

**Laurie, her family, volunteers, and National Foundation for Transplants
thank you for your generous support!**

UNITED CUTBACK PLAN BLASTED

Unions vow to fight proposal to reduce benefits for retirees

By David Kesmodel, Rocky Mountain News

January 15, 2004

Two of United Airlines' major unions blasted its plan to have retirees pay more for medical benefits to help it exit bankruptcy, ending months of relative tranquility at the giant carrier. The Association of Flight Attendants and the Machinists said they will fight the plan, with one Machinists official calling the airline's executives "greedy, heartless b-----s."

United parent UAL Corp. said the changes were necessary for its reorganization and that it will seek an agreement with representatives of its 35,000 U.S. retirees. Any accord would require a bankruptcy judge's approval, and the carrier is expected to ask the judge to impose changes should talks fail.

Chicago-based United's plan was first reported by the Rocky Mountain News on Wednesday. The pilots' union did not criticize the move. It said that, while it didn't represent retirees, it hopes United will treat them with "sensitivity."

The carrier, which has a long history of discord between labor and management, has enjoyed improved relations under CEO Glenn Tilton since last spring, when unions agreed to massive concessions to help United survive. Jean Medina, a spokeswoman for Denver's dominant airline, declined to say how much United wants to save through benefit changes. The carrier paid \$339 million for retirees' medical benefits in 2002, she said. "We've been really clear with our employees all along that this was a possibility "It's a difficult thing to do, but it's a necessary component of our restructuring."

UAL, which won \$2.56 billion in annual wage and benefit cuts from its current workers last year, plans to emerge from Chapter 11 by June 30. It is seeking \$1.6 billion in U.S. loan guarantees to help it raise \$2 billion for its emergence. Bob Mann, an industry consultant in Port Washington, N.Y., said he was "really perplexed" by UAL's latest cost-cutting effort. "They are literally fishing for small stuff," he said. "It's just not big numbers compared to other deals they have to work out. If this is where they're spending their time and effort, it tells me they're really having to scrape to get contributions."

The carrier said it plans to start talks with retirees under Section 1114 of the U.S. bankruptcy code, which permits companies to modify or terminate certain retiree benefits if the court deems it necessary for the company's restructuring. The airline said it is seeking to bring retirees' medical benefits more in line with those that will be available to current workers when they retire.

UAL has indicated its steep pension shortfall - for which it is seeking federal relief - is its biggest obstacle to emerging from Chapter 11. The issue of retiree benefits has not been prominently discussed. But in its March 2003 10-K annual report, UAL said that it reserved the right to amend or terminate health care and life-insurance benefits for retirees. UAL's funding for future non-pension benefits, which include the medical benefits, had a shortfall of \$3.8 billion at the end of 2002. Thousands of United employees elected to retire before July 1, 2003, rather than work under the carrier's newly negotiated labor contracts, so they could enjoy the more favorable health benefits of the previous contracts during retirement.

The Association of Flight Attendants on Wednesday accused United of lying to employees on the matter. Management enticed attendants to retire by agreeing that if they did so by July 1, 2003, their comprehensive medical benefits would be protected, the union said. More than 2,500 attendants did so. An attendant who retired before July 1, 2003, and who has 30 or more years of experience pays \$10 a month in pre-Medicare health care costs. A person with the same experience who retired after that date would pay more than \$100 a month. "Management's bait-and-switch tactics will hurt retired flight attendants on fixed incomes, and we will fight that with every legal means necessary," said Greg Davidowitch, head of United's attendants. "This is the kind of thing that destroys relations between workers and management and ultimately jeopardizes the stability of the airline at a very crucial period."

Lawyers for the Machinists union, which represents ticket agents, baggage handlers and others, are reviewing the carrier's proposal and will defend retirees' rights in bankruptcy court, the union said. Robert Roach Jr., general vice president of transportation for the union, called United executives "greedy, heartless b-----s." "Imposing an unnecessary financial burden on seniors with fixed incomes is reprehensible and ignores

the decades of hard work they contributed to United," he said.

Linda Schoonhoven, a retired flight attendant who lives outside Monte Vista, said anytime "you hit the pocketbook, it has an effect." United's move "is not unexpected," she said. "Once you're retired, you're just hanging in the wind." Jo Madden, who edits a newsletter for the Retired United Airlines Employees Association from Denver, declined to comment until she had more information on United's plan, except to say, "We need all the medical help we can get." Her organization has 10,200 members nationwide, with about 400 in the Denver area, she said. United's plan seems to match a growing trend among big companies. In a Kaiser Family Foundation/Hewitt Associates survey of 408 companies released Wednesday, 71 percent said they made retirees pay a larger part of their health coverage over the past year.

By the numbers

\$35,000: Number of United Airlines' U.S. retirees

\$339 million: How much United spent for retirees' health benefits in 2002

\$3.8 billion: The shortfall for United's future non-pension benefit obligations, which includes medical benefits, at the end of 2002

\$2.56 billion: Annual wage and benefit cuts provided by current workers

ALPA United Forum, Reprints

RUPA will post the most up to date information on the pension and medical benefits situation on www.rupa.org as it becomes available. Ed

ALPA SFO Council 34 Retirement Party 2004

Saturday, March 6, 2004

San Francisco Airport Westin Hotel
6:30 pm

Party reservations \$50.00 per person from:

Capt Lori Muir, SFOFO

6016 Crossfield Ct.

San Jose, CA 95120

(408) 268-2511 lorimuir@pacbell.net

FREE

Friday, March 5 9am-4pm

Saturday, March 6 9am-4pm

All pilots and spouses welcome!

FOCUS ON ‘PREVENTION’ DIVIDES CANCER EXPERTS

At Memorial Sloan-Kettering in New York, which offers diet and nutrition counseling and even cooking classes, cancer screening, and genetic counseling and, of course, smoking cessation programs, the feeling is that there are great opportunities.

"There is a lot that can be done to prevent cancer and detect it early," said Dr. Shike, director of the cancer prevention and wellness program at Memorial Sloan-Kettering. "My feeling is that the general public and the medical profession don't take advantage of all the things we can do."

That depends on how you view the evidence and on what you mean by prevention, said Dr. Barnett Kramer, director of the office of disease prevention at the National Cancer Institute. One potential source of confusion, he said, is that cancer prevention centers include screening. But screening, with a few exceptions like colon cancer and cervical screening that find and remove precancerous growths, looks for cancer that is already present. That may or may not save lives, Dr. Kramer said, depending on whether the treatment is effective and whether the cancer would have been deadly if it had been left alone, undetected.

Not all cancers will spread and kill, and sometimes the outcome is the same whether a cancer is found earlier or later. But with screening, doctors treat any tumors they find because they cannot tell which are worrisome and which are not.

In the end, screening, far from preventing cancer, actually leads to more cancer patients, Dr. Kramer noted, by finding both those whose cancers would have been deadly and those whose cancers would never have been a problem because they would have remained small and never spread, or would even have disappeared.

"People often talk about mammograms to prevent breast cancer when what it's done is to increase, not decrease, the incidence of breast cancer," Dr. Kramer said. Many people decide to take their chances with screening, reasoning that they would rather be treated for a cancer that would not have killed them than to miss being treated for a cancer that could be lethal. But it is not easy to know if screening helps or harms over all, Dr. Kramer said, adding that it requires large controlled trials. Such studies, he noted, have not yet been completed for some popular tests, like the P.S.A. test for prostate cancer and spiral CT tests for lung cancer.

As for genetic screening to see who is susceptible to cancer which is still in its infancy, Dr. Berry said. There are a couple of genes that predispose to breast cancer and a couple that predispose to colorectal cancer. "Not much is known beyond that," he said. And other than taking tamoxifen to prevent breast cancer or having one's breasts, ovaries or colon removed to prevent cancers in those organs, what does someone do who is genetically susceptible? Another research question, Dr. Berry said.

When it comes to other prevention strategies, like diet, Dr. Kramer said, "it gets a lot trickier." He urges caution in jumping to conclusions that specific foods, or diets, or even weight loss will be protective. Researchers often find associations between diets and cancer risk, but that does not mean that a particular diet or food caused or prevented cancer, he said. The history of research in this area has been sobering.

For example, study after study found that people whose diets were high in beta carotene had a lower incidence of lung cancer. But in studies in which smokers and former smokers took beta carotene supplements, it turned out that the vitamin actually increased lung cancer risk and lung cancer deaths. Studies found associations between high-fiber diets and reduced incidence of colon cancer. But a large study that randomly assigned some subjects to high-fiber diets found no reduction in cancer or in polyps, the growths that can precede cancer.

At Memorial Sloan-Kettering, Dr. Shike said, patients are taught how to eat healthy diets and even go over their diets food by food with a nutritionist and a computer program, but are not told that diets are a panacea. "We are not saying you can prevent cancer with a healthy diet, but we say a healthy diet and a healthy weight are part of a healthy lifestyle, which can help lower your risk."

Dr. Berry has a different view of cancer prevention centers. For now, while research continues, perhaps their greatest value to healthy people is not so much in giving them ways to prevent cancer but in showing them that their fears of getting cancer may be exaggerated and that if they do develop cancer, it usually is not because they did something wrong. "The person in the street greatly exaggerates their risk of cancer,"

Dr. Berry said. One thing a cancer prevention center can do, he said, is let people know their real risk and the real effect of measures that many think will give them cancer, or protect them from it.

"We can be letting them know that changing their lifestyle may change their risks, but not by much," Dr. Berry said. "We can be letting them know that while hormone therapy may increase the risk of breast cancer, it does not increase it much."

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Published: January 11, 2004

ABOUT THE COVER: Stearman "Speedmail" M-2

Varney Air Lines operated five M-2's carrying 1,026-pound payloads and powered by 525 hp Wright Cyclone engines. The plane was developed in late 1928 and first flew on January 12 1929. Length: 30ft 2in, Wingspan (Upper): 46 ft. Maximum speed: 147 mph.

AFA-CWA MERGER APPROVED - December 1, 2003

By Patricia A. Friend, AFA International President

Our union has just completed a historic vote to decide the future course of AFA in these very challenging times. The decision of the members, by a majority vote, is to proceed with a merger of our union and the 700,000 members of the Communications Workers of America.

Out of 33,881 eligible voters, 15,539 cast ballots. 8,843 votes were cast FOR the merger, 6,696 votes were cast AGAINST...

AFA is now positioned to become a much stronger union for flight attendants. We will still be the flight attendant union, working only on behalf of flight attendants, with flight attendants as our elected leaders. But now, we will have the support of the 700,000 members of the CWA as well as the financial stability of an economically diverse union.

We have much work to do -- from bringing some of our airlines out of bankruptcy and keeping others out of the same situation, to supporting the many flight attendants currently in negotiations, with more soon at the bargaining table... It is time to come together and take on airline management with the unity and determination that has marked AFA since its inception. We must once again focus all of our attention and our efforts on protecting the livelihood of all flight attendants, whether that is in a bankruptcy court, at the bargaining table, in Congress or with the regulatory agencies.

I will be ever vigilant in ensuring that the commitments made by CWA in the merger agreement are upheld. With your support, we will use all of the resources in AFA and CWA to protect the jobs and the working conditions we both need and deserve.

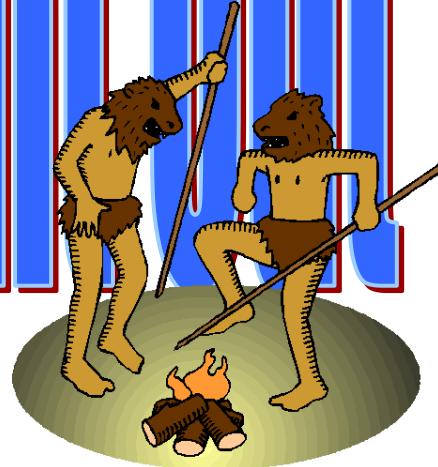
In Solidarity,
Pat Friend
AFA International President

United Airlines Retired Pilots Foundation, Inc.

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

BOYS NIGHT OUT

"Since 1970" Leo Kriloff's Boy's Night Out



Friday, February 20th, 2004
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California

Reception from 5:00 to 7:00, Dinner to follow.
Entrée choices are Chicken with Scampi, Prime Rib or Salmon.
Dinner, including wine, is \$43.00.
Rooms are available at \$89.00. Call the hotel at 1-800-827-0880
for reservations and mention RUPA for this rate.

RSVP dead line: Monday, February 16th, 2004

Make check payable to **RUPA** and mail reservation to: **Sam Cramb**
20090 La Roda Ct
Cupertino CA 95014

name

guest name

Circle entrée choice:

Chicken with Scampi

Roast Prime Rib of Beef

Filet of Salmon

Check enclosed for: \$_____

THE CAPTAIN WILLIAM J. ARNOTT SCHOLARSHIP PROGRAM

The United Airlines Historical Foundation Captain William J. Arnott, Scholarship, honors the memory of Captain William J. Arnott, to recognize his enormous contributions to aviation and United Airlines, and to continue his lifelong commitment to promoting interest in, and knowledge of aviation. The scholarship program fulfills Captain Arnott's vision to "Preserve the Past, Inspire the Future".

Four scholarships will be awarded, each year, in the amount of ONE THOUSAND DOLLARS each, to be awarded to two female students and two male students. One half, or FIVE HUNDRED DOLLARS, will be presented at the beginning of the first semester, with the remaining FIVE HUNDRED to be presented at the beginning of the second semester.

The following criteria and restrictions shall apply:

1. The recipient must be the child or grandchild of an active employee or retiree, or deceased employee or retiree, of United Airlines.
2. Children and grandchildren of all employees and retirees and deceased employees and retirees, regardless of nationality, are eligible.
3. The recipient must be currently enrolled in an aviation program (pilot, aircraft maintenance, airline management and etc.) at an accredited college or university, located in North America.
4. The recipient must be a student who has attained, at least, junior status, or is in the final year of a two-year program.
5. The recipient must be maintaining an academic average of 3.0, or better, on a 4.0 scale.
6. All recipients will be limited to one annual award.
7. If a student drops out or becomes otherwise ineligible, the unused portion of his/her scholarship may be awarded to another student, from the pool of applicants.
8. Applicants should submit the following:
 - a) An official transcript of grades.
 - b) A brief essay, describing previous accomplishments, including academic, extra curricular, work and public service and a brief discussion of your plans and goals.
 - c) A brief statement of aviation related experiences.
 - d) Three letters of recommendation.
- e) Applications should be submitted to UAHF President Don Jiskra, and must be received by August 15th, 2004.
9. The first scholarship is to be awarded for fall semester of 2004

If you are interested please submit items, a) through e) described in section 8 and complete the form at this link:

[Student's Preliminary Information Form](#)

On behalf of the Board of Directors, we thank you for your interest and pursuit of a career in aviation

Don Jiskra - President 1100 Bristlecone Court Darien, IL 60561-3881 USA

Any questions? e-mail me at: jiskra@earthlink.net

LETTERS

ALLAN ANDERSON — Stanardsville, VA
Hi Jock: Shelley and I moved to Stanardsville, Virginia in September - Didn't even get to vote for a new Calif. Governor. We arrived on the 12th and Hurricane Isabel the 18th. We lost over 90 trees. Age 66 is a little late to be mastering a Chain Saw, but I'm working on it.

Our first house guests were Sue and Jimmy Allen. I was great seeing them! Dick Grant and I served with Jimmy on the MEC Training Committee for the two years after the 1985 troubles.

If you are in the Shenandoah area or at the remarkable new Aviation Space Museum at Dulles look me up. I am going to be a volunteer there. *Allan Anderson* allananderson@earthlink.net
434-985-1115

LEROY R. BAIR — Gurnee, IL 60031-2023
Another year has flown by – they said that I wouldn't have any trouble filling up my retirement years. That's for sure! And I love every minute of it. January and February found us traveling with our oldest grandson's hockey team. His travel team took second place in State of Illinois and his high school team took first place in state. He was in the net for both games – the high school game winning 2-1 in double overtime.

March we went to Maui – Jim Nazi's beautiful condo in Kahana. Never get enough of it. The end of the month during spring break we took the family (all 10) to Atlantis Resort in the Bahamas. It was truly a fantastic place and everyone had a great time. It was rough on the old man's wallet but you can't take it with you. The grandkids are still talking about it.

April was the annual trek to Mayo's with a clean bill of health.

The summer was spent trying to get my mother's place in order. Also finally got the boat in the water – it had been landlocked for 8 years.

September we went on a two-week cruise to Alaska. Had been there 11 years ago so this time was just to enjoy the scenery and relax. I went fishing twice and got some salmon – had them shipped home. It was a really cheap trip through Vantage Travel out of Boston. It was \$100 a

day/person for the 14 days and included airfare (on United) from Chicago, an extra night in Vancouver on each end and a city tour. We plan to use them again. The end of the month we drove to Gulf Shores, Alabama, with another couple. That's a great place for seafood and relaxing.

The fall started up the hockey season and we traveled to tournaments. We are the primary babysitters/transporters for the four grandchildren. Greatest job in the world!

Birthday was yesterday – 65 – guess I'm officially now a senior citizen. Check is in the mail. Hope all have a healthy 2004.

REX & RUTH BALES — 1021 Centennial Post Ln, Greensboro, GA 30642

RexBales@plantationcable.net

The big 70 has hit and not much has changed. Like most retirees, my big concern is United Airlines and the future of my friends who are still flying. Some are getting quite edgy and I can't blame them. They are doing a great job and working very hard but I think we had the good old days... For those out there who are still tracking my address, it is listed above.

Our family will all be here for Xmas. *Rex & Ruth*

CHARLES D. BARNARD — CG, LA, 1943-1981. After three years as Captain, I was bumped back to co-pilot in 1949. I bid the Boeing 377 Stratocruiser, flying from LA to HNL. The power plants were Pratt and Whitney 4360s, the largest piston engine ever built. They were not too reliable, in that in nine consecutive trips, we lost seven engines!

When an engine was changed, the regulations called for an hour flight, before carrying passengers. In HNL we were called for such a flight. The Captain elected to fly around Molokai Island at 100 feet. As we rounded one sharp corner, we faced three Marine fighters, who were strafing a rock which was directly in our path. The bullets were spraying the rock and the water as we came by. I don't know who was more surprised!

Charles D. Barnard, ual81@comcast.net

ALLEN D. BENGTSON — 17416 N. Stone Haven Dr, Surprise, AZ 85374

Dear Cleve, It is just about time for another payment and my 62nd birthday. Bernita and I have had

a busy year. We have done a considerable amount of travel, including 2 cruises (Mexico and Alaska), 2 driving trips to MN and 2 to the Seattle-Portland area. We also spent a couple of weeks in Hawaii vacationing with friends.

The highlight of our year was the arrival of our second grandchild, Emily Arin, born to son, Brad and his wife Lynne, on 12/7/04. The announcement that youngest son, Craig, will be married next year ranked right up there.

We are still playing golf and I do some skeet and sporting clays shooting. We are healthy and enjoy retirement; Bernita says I am the only retired one. The check is in the mail with some extra. Thanks for all of the work all of you do to make the *RUPANEWS* possible. *All*

GERRY BEYER—Woodland Hills, CA
Today is the 81st year of my existence on earth. I am hopeful that this year will be better than the last. My children came over last December to celebrate the BIG EIGHT OH! The only drawback was that three days later, without too much warning, I was in the hospital with double pneumonia and congestive heart failure. After spending six days, including Xmas, in the hospital (incidentally this was the first time ever for being in a hospital) I came out OK with no complications. Right now I am having a reaction to the flu shot... Don't know if it is worth it.

This past year was the first time in 25 years that we didn't have to go to Vermont, since we sold it a year ago. We spent a lot of time in Lake Arrowhead watching the 'bark beetle' destroy our ponderosa pines. It has been speculated that in 5 years there won't be any pines left. Additionally, the lake is so low on water that our dock has disappeared in the weeds. Then there was the FIRE. It didn't get too close to our house but we were very close for a while.

And now we have TED. What a name for an airline.

Check is in the mail to Cleve. *Gerry Beyer*

MONTY K. BLATT—527 Shagbark Dr, Elgin, IL 60123

Dear Cleve, Just a short note to let you know that the "check's in the mail". It has been a quiet year for Joane and me with both of us enjoying good health.

I want to thank you and the board for "bending the rules" a bit with Ray Lahr's article in the November RUPA. It was excellent. I passed it around to both my airline and non-airline type friends. You would be amazed at the positive response that I received. There was an email sent to me dated 12-12-03, with a very definitive description of the TWA 800 accident (?). In case anyone is interested, it came from 2003WorldNetDaily.com.

Thank you. Best regards, *Monty*

HOWARD BLOMSTROM—Sun City West, AZ
Class of Dec. '78

Dear Jock: I note that December 8th has rolled around again, which makes me 85: certainly more years than I expected, and probably more than I deserve. The ranks from my era continue to thin. Polly and I extend our best wishes for the holidays and the new year.

Apologies for the old-fashioned, hand written snail mail communiqué. *Howard & Polly Blomstrom*

JERRY BRADLEY—866 NE 76th St. Boca Raton, Fl 33487 p-jbradley@msn.com

We had another eventful, but good, year. Pat had a total hip replacement in February. She recovered rapidly and is like new again. I had chest pains in August. They put me in the hospital for two nights and gave me every test they could think of. They finally gave up and sent me home, couldn't find a thing. After looking at some medical books and the internet, I diagnosed myself and it turned out to be correct. I had shingles on my chest; however, the welts had not come to the surface. The upside is that I had the best physical I have ever had and came out with flying colors.

We took a cruise up the intercoastal in June with some friends on their boat. It's always a great event. Then we cruised on Princess in September around the UK: Beautiful weather and another wonderful holiday. In November we took my parents on a cruise for their 70th wedding anniversary. They are 91 and 92 now and doing very well.

I hope everyone is as happily retired as I am. Life is good. *Jerry*



TOM BRANCH—4700 W. Lakeridge Rd, Denver, CO 80219

Cleve: Another year. We have been out of the country for a month, cruising Chile, Antarctica and Argentina. Had no idea it was so beautiful down there and would recommend the trip to all. Skiing is still good, and better yet, Katie and I are still able to do it. Check enclosed and thanks again to all the great volunteers who keep us up to date. God Bless, *Tom*

RAY BRICE—34 Marin Bay Park Court, San Rafael, CA 94901 Raybrice@aol.com

Hard to believe...One year into retirement on January 12. I think it has been an interesting year for all of us.

Immediately following my retirement I was invited to the Maui UAL MEC meeting in January. I decided to take my entire family with us for a week vacation. Yes, I purchased tickets on United for both sons and their wives (Fiancée) to join us at the Sheraton Kaanapali. What a great time. It had been years since we got together as a family and the MEC honors made it even better.

Spent most of the spring getting used to retirement. I found that was not too hard to do as soon as I realized how much I actually hated going to the airport. We continued with our San Francisco Symphony and Opera subscription series and never once had to worry about scheduling problems. Late in spring I began to search in earnest for an airplane. Well, not just any airplane, I wanted a Beechcraft D-50 Twin Bonanza. In early June, Jan and I traveled to a private airstrip near Galt, California and found what we were looking for in a 1956 D-50 T-Bone. After a short ride around the pattern, and an inspection, I noticed Jan talking with the seller. Well, not exactly talking, but writing a check. Yep! We bought it right then and there. Our son Nick came up the next week from Fresno where he is a flight instructor at Mazzeis Aviation and did a pre-purchase inspection for me. He's also an A&P so I made him my chief mechanic. I am finally getting the 'pay back' from the SJSU education in the Aviation Program.

We brought *BriceAir* back home to Gnoss Field in Novato, which is a short 15 to 20 minute drive from our home in San Rafael. We have used it quite a bit in travel around the West including a flight to Seattle (BFI) to catch a cruise to Alaska. It was

interesting because we never took our shoes off, had nail clippers and scissors, had two overweight bags, and even carried Jan's Tai Chi Sword and knives with us for the entire trip.

In early August, our youngest son Nick got married to Megan in Cambria, CA. We had a great time with the new family additions and we sent them on their way to Hawaii for a honeymoon. *BriceAir* was proud to provide service for the non-ETOPS part of the flight.

Later August we took the Alaska cruise and as soon as we returned home, Jan took off for Bali for a week with a fellow Tai Chi friend. Jan then took her annual pilgrimage to China to study with the Tai Chi masters. I held down the fort and spent some time at our cabin at Lake Almanor in Northern California. This is now only 1 hour away versus the 5-hour drive since we use *BriceAir* and keep a car at the Chester Airport. This year was the first year we were truly able to enjoy our cabin more than a few days at a time. With a Malibu Skier boat and two (His and Hers) Yamaha FX-140 WaveRiders we are all set for more fun that should be legal.

I have gotten involved with the local EAA group (Chapter 1232) and have participated with the Young Eagles program taking 5 at a time in some cases. This is truly a wonderful program and something that we must do to keep aviation alive. There is a "Wednesday get-together" with a bunch of ex-UAL types and local airport 'fixtures' that have been most enjoyable as well. I also supply 'air service' for charity give aways from time to time. November we did a 'Trading Places' thing with our oldest son Shawn and his wife I-li. We completely re-decorated their living and dining room and in return they will be helping us this coming spring to do some work on our yard. We had a great time painting and fixing up and are looking forward to the extra help with our yard.

As the holiday season approaches we are all trying to adjust schedules to allow our ever-expanding family to get together for Christmas. I know many have said that in retirement they never seemed to have enough time to do everything and I can now vouch for that.

January will be busy already starting with eleven days in Kona with some dear friends, followed by a week in San Diego (During the UAL MEC meeting) to meet up with a bunch of 'safety pukes' who

will be joining us down there. I love retirement! Getting paid to NOT show up for work is great! If you're visiting San Francisco, give us a call. Huge bedrooms, beautiful views, and airplane rides are available. *Ray and Jan* 415-456-1114

JOHN BROWN—17997 Sunol Road Hayward, CA 94541-4631 (Flight Dispatcher)

Hi, Jock. Time to roll out the annual missive, though not much has been going on. I had occasion to call Benefits to ask some questions about ESOP, and spoke with a very nice woman...wish I could recall her name...but learned something during our conversation. Seems like just about everyone calling there regarding ESOP just raises hell with the folks trying to answer their questions when they don't like the answers. Hey, give 'em a break, friends! They just work there, they didn't dream up the fiasco. I see Alabama Judge Moore lost his fight regarding the granite Ten Commandments monument that was installed in the Court House rotunda. Hey, I could have told him there would be a huge stink about that. Did he really think that putting in a stone slab that said, among other things, "Thou shalt not lie.", in a building primarily utilized by lawyers and potential convicts, was going to be permitted? No big surprise there. I truly appreciate Rich Bouska "promoting" me on the invitation he sent to "Captain & Mrs. John Brown" to the Bay Area Xmas party! I've been in Flight Dispatch my entire United career (57-94), and the Mrs. was shed long ago.

No travel to write about. Mostly just hang around the State, playing golf here and there. The last couple of times I played in Mesquite, Nevada, and PHX with UARGC, I drove to both places. Beats the airport hassle, no worries about misrouted clubs, and I don't have to rent a car when I get there. All in all, a win-win-win situation. "TED" Airlines? You gotta be kidding. Check already in the snail mail to Cleve. Best regards, *John*

BARBARA W. CATLIN—1813 S. Meridian #226, Puyallup, WA 98371 253-445-8452

Dear Cleve, My late father, Capt. Ralph W. Catlin, would have been 90 years old today. He passed away 12/13/95, and his widow, Barbara, and sons Bill, Jim and Rob miss him everyday.

Barbara moved (not entirely by choice!) from her home in Hinsdale, IL to a retirement home in Puy-

allup, WA in August, 2003.

She had lived in the same house in Hinsdale for over sixty years! Her physical and mental health is excellent, and her sense of humor is as good as ever. We both enjoy reading the *RUPANEWS* cover to cover every month.

Mom would sure enjoy hearing from old friends (or young ones, for that matter!) Her new address and phone number are listed above. *Bill Catlin*

AL & CANNIE CAVALLARO—4240 SE 20th Pl. #310, Cape Coral, FL 33904

Dear Cleve, My wife and I really look forward to reading the *RUPANEWS* each month from cover to cover. It contains great information about a variety of subjects, not to mention the woes of UAL!! It is also nice to hear what other retirees are doing and where they are living, etc.

We are here in Florida this time of year, near our twin daughters, our four beautiful grandchildren, and a terrific group of friends.

I enclose my check with great appreciation for all the work that goes into the *RUPANEWS*. Regards to all and keep up the good work. *Al & Cannie*

DOUG AND CAROL CHRISTENSEN — PO Box 54185 Redondo Wa. 98054-0185.

dmc439@msn.com

Hi Jock: Hope all is going well with you, look forward to seeing you in Winnipeg in June. [*Sorry, flying's out, and driving's too long, Jock*] We keep busy with our kids and grandkids, light plane flying and trips to family in Canada and Australia. We still enjoy skiing, although have had to cut out the wilderness stuff due to a heart problem last year while down under. Enjoyed an extended canoe trip with my sister in Northern Saskatchewan [5 days] this past summer --- the first time we have been on vacation together ever, except for visits to each others home. You know, little sisters are nice when they grow up !Also enjoyed a low-level cross country trip to some old haunts and some new places in Western Canada ; made it all the way to Kenora , Ont., before heading back into the head wind and the Rockies. I swear an 18-wheeler passed us on the trans-Canada, while in western Manitoba! All in all, we have enjoyed our 8 years and look forward to some more Maui in the winter, Seattle in the summer. Keep up the great work, thanks to all your helpers, and Season's Greetings to all my fellow RUPArians. Cheers, *Doug*

BILL CONN—16054 Berryvale Ln, Culpeper, VA 22701

Marty and I are doing very well. It's hard to realize that we'll be married for 50 years this December 21—especially since we don't feel even 50 years old most of the time! To celebrate the anniversary, our kids wanted to plan a trip together to some exotic vacation spot, but we were a bit afraid of the hassle of trying to get all of us there and back, especially since our various airlines are in such precarious financial circumstances. So we are planning a quiet celebration. We're going to a dinner theater and then to a bed and breakfast, where we'll play games with kids and grandkids, pore over photo albums, and in general just enjoy some relaxed quality time together.

As always, we are very proud of our children and their children. Rick, our oldest son, is still flying captain for US Airways, and his wife Amy has taken a managerial position with Target. This is their way of positioning themselves with medical benefits and college tuition, in case Rick's airline should falter. We are so impressed with Amy's sacrifice (she really liked being a stay-at-home mom), and we think Target was lucky to get someone as bright and capable as she is.

Next fall Rick and Amy will have their two daughters (both 4.0 students) in college. Lauren will be a senior at William and Mary and Rachel a freshman at Florida State U. Rachel was the first in her high school class to receive early acceptance to her chosen school. She hopes to get a Bachelor of Fine Arts in Film, and FSU is supposed to have one of the best schools in the country for that. Lauren has been concentrating on foreign languages, particularly Spanish and Arabic, and has studied in Mexico and Morocco. This semester she is studying in Chile and living with a non-English-speaking family. Last we heard she was still planning a career in government. Be ready to vote for her for President in a few years!

Rick's youngest, 12-year-old Brent, is attending a gifted and talented school program and doing very well. I'm teaching him to fly, and he's good at that too. I taught Lauren to fly, and she soloed on her 16th birthday. Later, when she was admitted to William and Mary, she was told that the fact she had learned to fly made her application stand out. I was one proud grandpa when I heard that!

Our younger son Dave is still flying captain for

American Airlines. He and his lovely wife Terry have adopted an adorable little girl, Rory, born June 5, 2002. They brought her home when she was just two days old. They are really thrilled with her and are talking of getting a brother or sister for her soon. She went through a period of wanting no one but her mom and dad, but she is beginning to come out of that, so we are getting to baby-sit now.

Marty has discovered that dancing with her to her Wiggles tapes is a great aerobic workout!

We still have six airplanes in the family: my 450 Stearman, each son's 220 Stearman, a Cessna 180, an Aeronca Champ, and Dave's Lake amphibian. Trying to keep these maintained sometimes seems like a full time job—especially when the boys are flying their open cockpit biplanes at the Flying Circus Aerodrome almost every Sunday, May through October.

This fall Bill Lawrence and his son came to visit. Of all the captains I've flown with, I have always felt that no one flew a plane better than Bill, Senior. Although we spent a lot of time playing "remember when," and "whatever happened to," we didn't just hangar fly. It was too cold for the 450, but the three of us had a lot of fun flying the Champ. A most enjoyable day.

That's about it for our news. Let us know what's happening with you. *Bill*

JIM COOK—PO Box 14, McHenry, IL 60051

Hello Cleve, 16 years of retirement and I am still looking down at the grass after a radical prostate operation for cancer in March of 1996. PSA 0.1. I am thankful for the volunteers who make this organization possible and thankful for the retirement benefits ALPA negotiated for us.

Still keeping my flight instructor certificate current. Best wishes to all, *Jim*

WILLIAM E. CORNICK—3283 Sunburst Pl, Thousand Oaks, CA 91360

Hi Cleve, Been a busy time since my crash at the Moffett Field Airshow in September. The new airplane is now ready and I'm looking forward to a full airshow season in 2004. *Bill*

C. R. CLANCY CROSS—4499 NW 79th Terrace Rd, Ocala, FL 34482

First I'd like to thank all those who help to put out the *RUPANEWS*. It gives us a connection to the

airline. Alene and I are in good health, and just past 82.

The golf course that was private for many years was sold last year to Bernadette Castro and Reese Jones. The back nine was closed for 7 months while Reese Jones reworked it. Big fairway and greens traps; usually 8 feet from greens traps. I still play 4 times a week; not very well any more. The handicap goes up with age.

A Scottish friend passed away a few months ago - two bagpipers at the service. After-wards I said to one of them: "The same people that invented golf think that bagpipes make good music." Talk about a cold stare.

I read the letter from Dave Hanst recently. He was a nice person to fly with as a co-pilot. I wonder if he remembers the banana incident going into Cleveland in a DC-3?

I'll close now with a fond hello to all those men who were with me through the years. *Clancy*

Well, Clancy, sure we invented golf – the rest of the world just hasn't cottoned on to the joke yet. By the way, one definition of a Scottish gentleman is one who can play the pipes, but refrains. Ed

DAVE DALLOLIO—South Riding, VA

Thanks for the great work once again; the RUPANEWS becomes more important to me as each year passes.

Enclosed is my birthday check.

Best regards, *Dave Dallolio*

CORT DE PEYSTER—PO Box 21131, Reno, NV 89515 DCA, SFO, ORD CortReno@aol.com

Greeting all, from HKG (internet cafe). 2 PCs to go until my release from the Asylum. Took most of the summer off after 6 CRAF missions to Kuwait (Interesting but very tedious). I really feel for the guys who are there. I will make no political comments.

Summer was great - hanging with my kids, but with our new contract it is like taking WOP. Being a time-off type guy, that's OK. However, when talking to a couple of recently retired guys (39 years service) I found that they are making about 30k more per year, enjoying the good life v/v flying the mail. Oh well such is life, not whining, still employed, have a great wife, two fine teenagers, good health. Life is GREAT.

Nancy and I purchased our summer retirement place in the San Juan Islands (Lopez Island) this fall.

We've been going there every summer for 17 years and finally decided to take the plunge. We still live in Reno, with a place in Sausalito CA. My kids are in Dana Point CA with my ex. (Karen). My son Brooks, 16, is an honor student and all-league linebacker at his high school. My daughter Alexandra, 14, is beautiful like her Mom and doing great.

Needless to say, time off is precious. Truly looking forward to joining the REAL RUPA ranks. All the best to all my UAL retired friends. We will keep those retirement checks coming. Speaking of checks, mine will be in the mail on my return. *Cort*

DONALD W. DOYLE—213 Mallard Dr, Camillus, NY 13031

Hi Cleve, I was medically retired from United in 1979 and officially retired in 1990, my 60th birth date year. I never got around to subscribing to RUPA until United filed for bankruptcy and I decided that there was more safety in numbers than going it alone.

Just a brief rundown on where I've been over the years. I lost my first wife, Carolyn, in 1970 while I was living in San Jose, CA and flying out of San Francisco. It was her third open-heart operation, and not one of Dr. Shumway's successes.

I married Erika in 1971 and we raised three children between the two of us; Kim, who lives in Rough and Ready, and has given me two grandsons, Don and his wife, Marilyn, who live in San Jose and who will be presenting me with a granddaughter in February, and Rehmi, also of San Jose, who presented me with another grandson one year ago.

I was medically retired in 1974 and again in 1979 when I threw in the towel, went back to school and worked as an engineer for United Pumps in San Jose, and for Tri Continent Scientific in Grass Valley after moving there in 1989.

Erika died of cancer in April of this year. I have since sold the house in Grass Valley and am living (in the snow) in New York State. Actually I was born here, so it isn't that much of a change.

I have a very good friend here in New York State, Lt. Colonel Robert W. McClurg, who has just published his first book, *On Boyington's Wing*, and to we pilots it is a must read. Bob, an ace in the Corsair, details his career as well as clarifying misconceptions fostered in the press and on television about the Black Sheep Leader, Pappy Boyington.

I hope to make the next convention or gathering in 2004. *Don*

DAVID D. DRYER—694 Sage Circle, Highlands Ranch, CO 80126, DDDryer@aol.com

I just went past the five year retired mark and thought it was about time to write a short note at renewal time. The first four years of retirement were pretty uneventful with lots of travel in the motor home and time in front of the computer. Last January, I was diagnosed with prostate cancer and spent most of last year dealing with that. I had surgery in April and follow-on radiation treatments until late August. I seem to be just fine now, but time will tell.

Regards to one and all, *David*

WILLIAM L. EBLEN—1567 Autumn Ridge Ct. #5, Jeffersonville, IN 47130

Hello to all!! Alma and I love living here in the Louisville, KY and Southern Indiana area, but we truly miss our airline friends.

Sincerely, *William*

BARRY EDWARD—Sedalia, CO

Here it is, Thanksgiving, and I just realized that I'm a month late with my annual epistle to the cause. Congress and the Senate just passed the turkey (Medicare Bill) and I wonder what is waiting round the bend for us old farts. I wish they'd do something about spam. Every morning I turn on my pc to twenty or thirty junk mails. I did try one of their offers to increase the size of certain body parts and you should see the whopper I got now, Jock. You wont believe what's happening in my under wear. Marianne doesn't let me go into town by myself any more--- kind of like Lord Faversham and his baggy tweeds. *[Note to readers, send a stamped, self-addressed envelope to Barry to get this funny, naughty joke. Ed]*

The usual travels this year with the added trip to Paris in April - great weather, great food and the best of wine: then the RUPA convention which was most enjoyable for Marianne and I. The highlight of the trip was the tour of the *Hornet*, especially in the very capable hands of Dwight Lubich, Don (Guido) Marucci and Bud Schwartz.

See you at BNO! *Barry Edward*

JOE & PAT FERRIE—Auburn, MA

Greetings Jock: I hope that you are in reasonable health. Also greetings to those who read this missive. If I haven't lost count, this is my fourteenth

year of retirement. It is difficult to realize that I may soon be retired longer than my time spent in the Air Force. Oh well, that was four lives back. Currently we have over 40 cabins booked for our cruise to Alaska in September. I will have hotel reservations set up in Seattle as we did for the last cruise out of Ft. Lauderdale. I will send the info to the *RUPANEWS* so that those who wish to come a day early can make their plans. A cruise is a great way to see old friends and I would encourage all who might consider coming along to get their reservation in. You can always cancel 90 days prior if something comes up. I look forward to seeing old friends and getting to know some of the more recent retirees. There are quite a few new cruisers coming along this time.

I wiped out my truck just after the holidays - hit a patch of black ice less than a mile from my house and went directly into a wall of ledge just off the roadway. I have a stiff neck from the whiplash, but that's all - thanks to the seat belt. Oh well - I was attached to the truck as it was nine years old and had only 60K miles. I always thought that the truck would last longer than me, but I'll have to share my grief with my new truck...the seatbelt habit is a great one.

Pat retired this last year, but she got antsy and took a part-time job and is much happier having a job to go to. I miss her when she is out to work, but in the few months that she was home we replaced many windows, redid the eaves and gutters and painted the outside of the house. The net result is that she has a new job and I am semi-retired again from my household chores.

We did take time to go on a ten-night cruise from Ensenada to Hawaii. We traveled home on Thanksgiving Day, and that is not a bad idea. I booked a van from San Diego to Ensenada... Just prior to reaching the border, the driver got a call and informed us that he didn't have the proper permit, and we would have to take a taxi from the border to the pier and **leave our luggage on the van**. No, no!....So he made the call and all of a sudden we were O.K. to proceed. Down the road we were motioned to stop by a Mexican policeman. Lo and behold he took \$120 American dollars from our driver which he said was a fine for speeding. The rest of the trip was uneventful, but was driven at a snails pace. *Caveat emptor!!!*

Hope to see some of you on the cruise, but in the

meantime e-mail is readily available, and I would appreciate hearing from old friends (of long acquaintance that is) Keep the Faith..... *Joe & Pat*

WILLIAM. A. FIFE—5081 W. Rowland Ave, Littleton, CO 80126 DEN

Mitzi and I enjoyed two trips to the Mana Kai Maui and two auto trips to Iowa and Illinois for family reunions. Our health has been fairly good. I've been retired from UAL for 23 years and have enjoyed the *RUPANEWS*.

We just celebrated our 60th wedding anniversary with out three children and spouses and three grandchildren.

Thanks to all who do the news. *Bill*

GEORGE J. FURCH—61, Sunrise Mesa DR., Canon City, CO 81212

Dear Jock: Now approaching my 89th birthday. I'm riding my 18-speed Ross bicycle daily and taking a two-mile river walk.

I came on UALFO in Oakland in September 1937 and had my first flight with Bob Dawson, Chicago to Newark.

My wife Charlotte and I enjoy good health. Keep up the good work with the *RUPANEWS* – thank you.

Check is in the mail. Sincerely, *George J Furch*

JOE GAREFFA—PO Box 4736, Incline Village, NV 89450 jgaref@aol.com

Hey guys, I was waiting for my birthday to send my renewal check and then read the label. So, the check is in the mail. Marilyn and I are going back and forth between here and S. Calif. (Temecula). Haven't done much dramatic this year, but sure have been busy. Hopefully, by next year our obligations to others and home repairs will subside and the industry recovers enough to allow for some "pleasant" travel. Meanwhile, waiting for the next shoe to fall and plan the rest of our lives. Thanks for all the work and letting me know "where the boys are". Ciao!

JAMES C. GATES—123 S. Eagle Cir, Aurora, CO 80012 judith03A@aol.com

Dear Jock, I am sending this birthday check on behalf of my husband, Jim Gates. Jim spent Christmas in the hospital getting some much needed treatment. Hopefully, he'll be home for New

Year's Eve.

Should any of his old buddies wish to contact him, they can try his home in Aurora or 303-894-0428 for the latest news.

Yours sincerely, *Judith Adams-Gates*

JIM & FAY GEDDES—2841 Milo Hae Loop, Koloa, HI 96756- j.geddes@verizon.net

Jock, thanks to you and all the folders and stuffers. I'm a month late, due to a move.

We just moved from Mukilteo Washington to Kauai, we think the rain will be more pleasant at 78 degrees vs. 48 degrees. The above address is our new permanent one, right now it is just a mailbox on our lot. We are renting while we build, and hope to be in before Christmas next year. Nine years into retirement and the health is still good and the golf handicap is down to 12. Our Best Wishes to All.

Aloha *Jim*

BRUCE AND LAURIE GIBBS—7040 Avenida Encinas Suite 104 PMB304 Carlsbad, Ca. 92009. kiwigibbs@aol.com 1965-2003, mostly 4 engines, mostly out of LAX, mostly with Laurie, and as few turns at the shoreline as possible!

Gentlemen and Ladies, Best wishes from Laurie and myself to everyone, and many thanks for the excellent publication and organization! Flew a SYD inbound Nov. '02, went on vacation back to New Zealand, came back to the mess... had a [very] brief discussion with Laurie, and quit! Hopefully, we, saved a job or two at the other end of the seniority list. Laurie had been on an occupational leave for the last few years, so neither of us had a "last trip".

When UAL pulled out of AKL and flew the last flight out on March 29th, we were aboard and made that our official last trip! We appreciate the good fortune that let us have truly enjoyable careers flying with great people, and hope that those who follow us can get past the current turmoil and also be able to enjoy "the greatest job in the world".

We will be finishing developing our property in New Zealand shortly, while doing the same in Carlsbad, Ca. We are both looking forward to not being under construction on both sides of the planet simultaneously, and depending on the pension situation at the time, will consider some serious playing after we decide what we want to be when

we grow up! Good luck and good health to all, and again many, many thanks to so many great people who made it all possible! *Bruce [and Laurie] Gibbs*

JIM GOOD

Dear Jock: My thanks to you and all the volunteers who make the *RUPANEWS* possible. What a wonderful way to maintain a link with the past. My first year of retirement has gone too quickly, but that seems, as we age, to be the standard for all things pleasurable. My love for flying has been sated by owning two interesting aircraft. An Air-Cam, and a Cirrus SR22. The first is a twin engine, open cockpit experimental that I fly very low and slow, while the second is a go fast single that allows me to beat the airline schedules between our homes in Leesburg, Va. and Naples, Fl. Although nominally busy keeping up with two homes, two hangars, two airplanes, four children, one and one-half grandchildren, and one wife, I found I needed a little more structure in my life so I do volunteer work at the Leesburg community corrections office. I do quasi probation officer work dealing with our county's criminal element. Now it seems that every restaurant that we go to in town has someone with whom I have dealt. Keep up the good work.

Jim Good

HERB & HILDA GOODRICH—Northridge, CA

Dear Jock: 25 years ago I set the breaks on a DC10 out of LAX and was out of a job. Since then, Hilda and I have traveled some and enjoyed good health.

I got a new hip ten years ago and in June of this year I went back to Fairmont Nebraska where they dedicated the Air Force Base as a training Center back in WWII on the farm that I lived on when I left in March of '42 for the Air Corps.

Five years ago, macular degeneration caught up with me and now I am legally blind as of the last year-and-a-half or so. I am able to read with a closed-circuit TV and watch television with Bushnell wide-angle binoculars, 4x21. Then in November I spent 12 days in the hospital with an intestinal block that cleared up on its own. Well, I know why everybody is interested in medical benefits after seeing the hospital bills and doctor bills, mostly taken care of by Medicare and traditional UAL insurance. Enjoying being back on full feet and back in 2004, Happy New Year to all. Printed by my grandson, the secretary, Darron. *Herb*

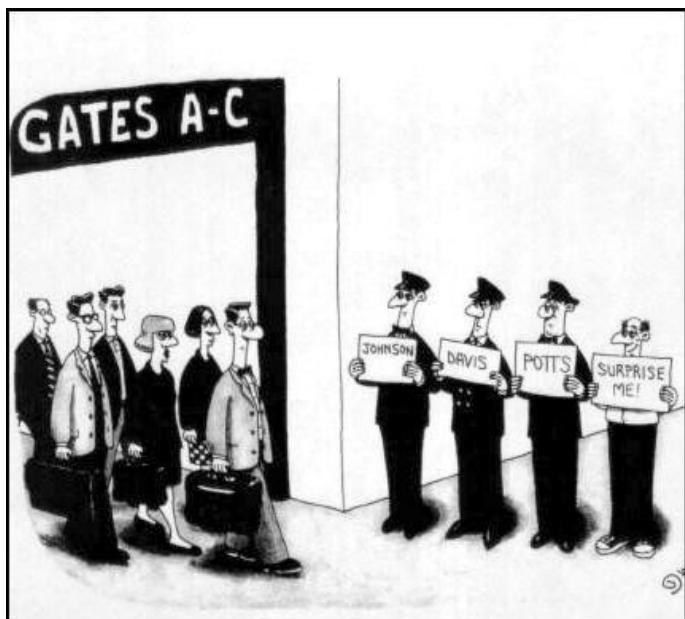
BILL GREENE—3806 Clear Ridge Santa Rosa, CA 95404 wgreen747@aol.com

Greetings: I didn't realize I was getting so old, but last week I applied for Medicare & Social Security!!

Still put in lots of hours at the Pacific Coast Air Museum here in Santa Rosa. Several members are UAL pilots, either retired or still active, so I can keep up on what's happening at what's left of UAL. Looking forward to another summer of navigating for my brother in open road rallies: so far 9 trophies in twelve rallies with a best of .2 second from perfect. Not bad for an old guy with only a stop watch and course notes - going 140 MPH for 90 miles. Great fun, and I get to drive an occasional leg when the rally is two legs, and this year my brother has a new Porsche GT-3.

Not much travel last year. We did a cruise from Papeete thru the Society and Marquesas Islands. Flew on a new Airbus A340 of Air Tahiti Nui. The islands have been in a long period of drought and were not very attractive.

Looks like we should know the fate of our retirement by the end of June. It would sure be nice to continue to receive what UAL promised us. If we take a big hit on our retirement I am going to consider leaving Calif. and going where the cost of living is less and the governor is not a movie star who doesn't know the difference between real life and a movie script. Best regards to all. *Bill*



ED GRIFFITH—Hudson, OH YIP,PIT, EWR, CLE, ORD.'56-'91.

Really enjoyed your tribute to the Pilot's Wife, hit the nail on the head, we never seem to thank them enough for all the love and support we get! We have a new address, this month [*So what is it? Ed.*] We moved into a free-standing condo in Macedonia, OH, just across the border from Hudson, so I'm hoping to be included in the Hudson United Bunch!! We golf together frequently! I can hardly wait until I'm 90! Then I, too, can brag about shooting my age!! We made a few trips to visit grand-kids, mostly by car since we need one when we get there anyhow. The ones farthest away are in Alabama, so we stop in Georgia to visit our son Bob and family there on the way to Tom's, who is still running the School for Advanced Air Studies at Montgomery's Maxwell AFB. Had several trips to Michigan to see son J's daughter lead her HS band - they were State Champions this year! She has been accepted at Michigan already, so she and her brother at Michigan State will really have some fun competition to rag each other about! Staying home this Christmas to fix up our new condo and be with son Greg and family, he has little ones 3 and 5, so it should be fun!

Thanks to all those who work at keeping this journal going, sure is nice to 'hear' from some guys from days gone bye! TTThats all folks! *Ed*

R. GLENN HALL—6675 110th Pl, Sebastian, FL 32958

It's been 4 years since my last flight, time really flies. Bev and I went on a world cruise the next year that was great, but not much since.

I retired a year early because my back was giving me some problems. I had 7 procedures in 2001 and 2002 that made it worse than before; in fact my new doc wants to sue them. Back surgery on Oct. 29 and Nov. 5, now all the previous pain is gone. Thank the surgeon. I now have enough metal in there to start a junk yard.

They used some of my bone and some from the bone bank to grow new bone for a complete fusion, it's working, according to the x-rays. Have to be in a brace for awhile but it's worth it, as I'm not having any more trouble.

Any one interested in the subject email me at rhall78819@aol.com. Thank all you guys for keeping us up to date. *Glenn*

PHILIP D. HARMAN—1814 Roscoe Turner Trl, Port Orange, FL 32128 pharman@cfl.rr.com

I just got back from a couple of days at sea on the *USS John F. Kennedy* CV67. I am President of the local Navy League council. It is great to see all those kids working so hard. They have a lot of pride in their work and after a long day (or night) they come up with a grin. It certainly renews your faith in the youth of America. They are dedicated and proud of their accomplishments. The average age on the ship is just over 19 and there are 5000 crewmembers (including the Air Wing).

I watched the "Tomcats" and the "Hornets" Trap and Shoot day and night. What a magnificent group of aviators. It makes me feel great to know that I was once a member of this fraternity. We can all sleep better with this gang on the job. *Phil*

BRIAN HENDERSON—1525 Marlin Dr, Naples, FL 34102 Condor18@yahoo.com

Hi Cleve: Hated to ruin my record of late renewal, so here I am 2 months late. I never fail to be amazed at how the passage of time seems to be increasing at an alarming rate. I've heard it said that life is like a roll of toilet paper, the closer you get to the end, the faster it goes. How true.

A bit over six years into retirement now and I find myself moving more away from aviation and deeper into the world of railroading.

Take care, and I promise to make a sincere attempt to be on time next year. *Brian*

DEKE HOLMAN—Napa, CA

Another year, and only 2 weeks late! It's been a great year, still flying, playing golf, working in the winery, and traveling. What more could you ask for. Went to Acapulco again in Jan. 3rd year), Palm Springs in March, Disneyland in June. My granddaughter, her Dad and I rode the "Screamer" (roller coaster) and did the loop, she loved it. Afterward she told me she was ready to do a loop in my Eagle. I took her up and did every maneuver, and she loved it: Oshkosh in late July, another great year, 27th. Off to Kona in Nov. and plan to go to Kitty Hawk for the 100th anniversary of the Wright Brothers' flight. The Cheyenne ifi is being sold so other than my Eagle, I fly copilot on a Citation II when I get the urge. What more could a 79-year-old ask for.

Hope everyone else has had a great year also.
Thanks to all you who make this news letter possible. *Deke Holman*

PHIL JACH—106 Parmelee Dr, Hudson, OH 44236

Hello to All, December is the end of my second year of retirement and it is true what everyone says: time does fly when you are having fun.

Our big news this year is that my daughter and husband had a wonderful baby girl in August. Her name is Indiana and she has won our hearts. They live in the Seattle area so we don't get to see much of her. Our son and his family have moved back to northern Ohio from southern California so we have our other granddaughter near by and that is good for everybody.

Our health is great and our time is spent on all the fun things in life. If we can just get by the pension issues, the future will be outstanding.

Thanks to all who make the *RUPANEWS* possible.
Keep up the good work!

Regards to All, *Phil & Linda*

WAYNE A. JACKSON— 7218 Gray Gables Ln, Wilmington, N.C. 28403 wjax3888@hotmail.com
DCA, JFK, CLE, SFO, ORD, IAD

Dear Cleve and Fellow Retirees, Sending along my dues check and wishes for everyone to have a Happy New Year 2004!

It's been quite a year for all of us, and my accolades go out to all at United for their super job efforts in support of us all. Retired off the 777 in Washington in May 2002 and have been busy ever since. Every day I remember what a great career we all had, and I look up fondly overhead as the contrails crisscross over ILM. It was really a pleasure and an honor to fly as Captain for UAL.

Now that Carolyn and I are new grandparents, our life's adventures take off again. Our son, David and wife, Kris, welcomed Henry David Jackson on Nov. 17, 2003. Both of our children, David and Elizabeth, live in Raleigh only two hours away! Our home is just off the intercoastal waterway at Wrightsville Beach, so if you're passing by, give us a jingle (910 509-2040) and stop by for a visit. We're just south of Dockside Restaurant.

Wishing UAL a successful exit from the "late unpleasantness" in 2004 and to us all good health, wealth, and happiness. Go Tar Heels!

Wayne & Carolyn

CAL JASSMANN—7746 E. Laguna Azul Ave.

#263 , Mesa, AZ 85208

This will make it 20 years in a few days. Still trying to push a little aircraft around PA24 250. Hardest part is getting it out of hangar.

Thank You for all the good work. *Cal*

A.W. (AL) JOHNSTON—5 Yeoman Ln, Salem, SC 29676 56-84 DTW, ORD, LAX, ORD

almakaha@mycidco.com

Dear Cleve: Today (Nov 24) 'tis my birthday again already, right on time for a change, only because it's raining now & can't play golf today! Retired 19 yrs already, so $19 + 60 = 79$ (going on 39). Been a rather quiet year in S.C., (like it that way) JoLee & I still in good health.

Thanksgiving coming up in three more days, then Christmas soon, then off to my little grass shack for a couple months or so for some sun and R & R. Happy holidays to everyone! *Al*

LOWELL JOHNSTON—Daytona Beach, Fl.
ORD, SFO, LAX

Dear Jock, Another year in the register at ten years, and things are well with both Anne and I. Flew the Bonanza quite a lot this year and enjoying that very much. If I ever sell this one, it will be like having a kid get out of college. Check is in the mail to Cleve and to UPF. I understand donations to UPF down significantly from the past. As most of us do, I would like to see all of us "young" retirees continue to support the UPF as the need is still there. Thanks again for all the work and dedication in keeping the newsletter going. Enjoy reading it every month.

Incidentally, the NE RUPA group is now meeting on an unscheduled basis. No one came to take over from me after 5 years, so we are going to have just two or three meetings a year. The RUEA chapter is very active in Daytona Beach and quite a few pilots attend their meetings every month on the first Thursday at *Red Lobster* in Daytona Beach Shores on Atlantic Ave. Best to all for everyone and the Airline in 2004.

Lowell

Organizations such as ours live or die through volunteerism or its lack. What more can I say to encourage someone to step forward? Those who see RUPA as a sort of retirees' ALPA and seek action from it can see where our weaknesses lie. Ed

UNFRIENDLY SKIES

We democratized air travel. Now who can stand to fly?

BY CHRISTOPHER ELLIOTT

Remember when air travel was an elegant experience

that passengers dressed up for? When meals were served on china with real silverware? And doting stewardesses pinned honorary plastic wings on the lapels of wide-eyed youngsters? I do, because I used to be one of those kids.

I was charmed by crew members who made me feel like I was sitting in first class. Even though I had a seat in economy. And, of course, I wanted to grow up to be a pilot - every boy who was lucky enough to fly in those days wanted to be a pilot, especially after visiting the cockpit.

Those days are over. Just last week I traveled from Fort Lauderdale, FL, to Dallas with my 9-month-old son. The flight attendants, don't you dare call them stewardesses, hardly noticed the baby on board. When I asked one to point me to a restroom with a changing station, she rolled her eyes. "I wouldn't know" she sniffed. "I don't do babies".

Infants aren't the only things the air-lines don't do these days. The real plates are gone. So is the silverware. Come to think of it, most flights don't even serve meals anymore. Travelers just order takeout before takeoff - filling the recycled cabin air with the olfactory delights of French fries, Kung Pao chicken, pulled-pork barbecue sandwiches, greasy pizza and the latest offerings from Cinnabon. (Keep those air-sickness bags handy, folks.) Let's face it. Airlines have become little more than winged Greyhound buses, shuttling their human cargo from one airport to another. And forget those cockpit visits. Pilots are barricading themselves behind reinforced cock-pit doors, thanks to terrorism fears. Who is to blame? In many respects, we are. We demanded a democratization of air-travel just as we have done for virtually every other aspect of society that is valued. Think about it: Owning stock was once considered something only "rich people" did. Now, thanks to 401(k)s, we all share the privilege of losing our life savings with every Wall Street disaster.

In decades past, mainstream America did not own state-of-the-art entertainment centers and luxury cars. Now, few middle-class homes are without a large television, DVD player and game system. Heck, for previously unrequited cravers of luxury cars, even BMW now has models priced within reach of the average Honda Accord owner.

Ditto for plane travel. We decided tickets needed to be cheap enough for the masses. Sure thing, responded the airlines, cutting fares by about 40% over three decades. Then they made it easy for us to compare bargain fares online. Then they even made it easier to fly cheap by boosting the frequent-flier benefits. Some services declined, too, but we didn't seem to mind, because suddenly anybody could afford to fly.

Too bad the airlines didn't know when to say when. Before long, fares were so low that the carriers stopped making money altogether. Now, several airlines are in bankruptcy and more could follow.

Solution? More cuts — but not the kind we necessarily wanted. Want to check an extra bag? Forty bucks, please. Book a last-minute flight using your frequent-flier points? Fifty dollars. Make a change to a ticket? That'll be a Ben Franklin. Southwest Airlines even forced overweight passengers to buy two seats.

-What's next, paying for a cup of water? Coin-operated lavatories? A surcharge for pushing the flight attendant call button?

Unfortunately, the truth is, we can all share credit for the nightmare that travel has become. We can blame the airlines for running their own businesses into the ground and the government for letting them get away with it. But we can point the finger at ourselves, too, for demanding lower fares without bothering to consider the actual cost of the bargain tickets. We rewarded the carriers that offered the lowest prices with our business. Our penny-pinching ways helped to slowly dismantle one of the travel industry's proudest examples of customer service. We used to fly in style and comfort; now we're wedged into our seats with no legroom. Talk about your huddled masses.

Just because we lower our standards doesn't mean we should also jettison our sense of civility, even if we have to create an "airline experience" on our own. My son may not want to grow up to be a pilot. Not many kids do anymore. But when he's old enough to know the difference, I'll get him a pair of Pan Am junior pilot wings, pack a sandwich in his National Airlines lunchbox and tell him a story about what it used to be like to soar above the clouds with class.

USA Weekend Sept 19-21 2003

DAVID JONES—Nokomis, FL

Dear Jock: What a year it has been! The struggles of United to emerge from bankruptcy, the continued struggles to win the war on terrorism, and the recent earthquakes in Iran, fires in China, and mudslides in California. Add to that the fall of the Super bowl champion Tampa Bay Buccaneers, it really has been a helluva year.

There are lots of bright spots to focus on for the new year including another year in warm and sunny southwest Florida and the cool mountains of western North Carolinas.

Betty and I are enjoying good health. I hit a small bump in the road when it was discovered that my heart was not getting near enough blood. After bypassing 5 clogged arteries I am now enjoying the benefits of a full functioning pump. I was really fortunate because the blockage was discovered as a result of a routine annual physical exam showing a dramatic change on the EKG. Further testing ensued and the blockage was discovered. I had no symptoms and felt fine. The moral of the story is *have a physical done every year!* Who knows what will turn up.

Thanks to all who make the *RUPANEWS* possible.

Dave

CARL JORDAN—Port Charlotte, FL Capital/United 1956-1993

Remember how the Flight Managers used to pick on guys who didn't wear their uniform hats? Just like my dad on American, I never had a problem wearing mine on United. But, back in the days when some preferred long hair, many pilots attempted to eschew the wearing of the "bothersome" uniform hat. (My own receding hairline had nothing at all to do with my propensity toward properly wearing my own hat at all times. After all, I was always just a respectful and dutiful "Marvin Mainliner.")

Well, for what it's worth, my daughter, Cathy, is still driving B-737s from the left seat for Southwest Airlines. In fact, that newest version of the 737 with the bent-up wingtips is pretty slick. So slick that she says they have a hard time slowing the thing down at the request of ATC. I swear, those bent wingtips are as big as the ones on a 747-400! Apparently, the increased efficiency and accompanying decrease in fuel flow is an easy thing for the crew to detect. (Heck, when we were kids

we knew that bending the wingtips up on our folded paper gliders made them fly better. I wonder why it took Boeing so long to figure that out for themselves?)

Anyway, Southwest is still plugging along in good shape, thank you. They've continued to operate with no red ink, even all the way through the 9-11 debacle. And, to show how much the efforts of the pilots have been appreciated by the airline, the Southwest pilots have been told that they do **NOT** have to wear their hats anymore if they don't want to! How about that? I know at least a dozen late United flight managers who have probably rolled over in their graves. Hatless airline pilots? That's an unforgivable sin, isn't it?

Another nice thing is that as Cathy's parents, we get unlimited FREE passes on Southwest. That helps to defray the recently-imposed service charges that United has seen fit to attach to pass travel. Of course, there are no in-flight movies. But, I received a portable DVD player as a Christmas gift, and now I have personally-selected in-flight entertainment, even on Southwest. Naturally, I offer the passenger next to me the second attached headset -- for five dollars, that is. (Ha-ha!)

Carolyn (the best thing that ever happened to me) and I are just fine. Our 50th anniversary comes up in March so I guess I'll hafta break down a buy her flowers, or something. We like to visit the five youngest grandkids as often as we can. So, we bop back and forth from our home in Flahduh to our condo in the LA area. My new metallic knee trips the warning buzzer all the time at the security checkpoint, but that's no hill for a climber. I've gotten so used to the "wand routine," that I can do it with my eyes closed. Til next year -- *Carl*

TIM JOSLIN— Po Box 54316, Redondo, Wa. 98054. June,1965 to January,2001 timcheriljoslinc@yahoo.com.

Greetings fellow Ruparians; another year has clicked by without any major developments. My three kids and my wife, Cheril's two kids keep us occupied with visits and just generally keeping up with what is happening in their everyday lives. Both of my wife's daughters are married with two kids apiece (one of each)!

My oldest daughter Melissa has a 7-year-old girl and that, right now, is my only grandchild. My son,

Tim Jr., is about to graduate from George Washington U. Medical School and will be looking at three years of residency in Family Medicine.

My youngest daughter, Jaala, who is serving in the Peace Corps, has had an interesting year. In September, 2002 she went off to serve in China, only to be pulled out unexpectedly this last Spring because of the SARS epidemic. She could have opted out at that time with full benefits, but chose to reenlist and go to Micronesia, specifically The State of Yap. So far so good on that location!

I have been knocking the stuffing out of the little white hard ball in various and assorted locations around the USA. Trying to have fun and at the same time improve my handicap which is currently 13.4. Am I the only one who has not turned a wheel since I walked off my last B757 flight in Jan, 2001? It took me about two weeks after retirement to trash all my manuals, knowing I didn't have to do any more revisions. My feeling was that I survived 35.5 years without anything major happening and I didn't want to press my luck!

My current hobbies are golf(stated above), jogging (occasional race), attending Seahawks and Husky football games (season ticket holders) and bird watching. So, I guess, you

could still call me a "birdman". My wife, Cheril, is an integral part of my life and we enjoy the same interests together. It wouldn't be much fun without her.

Thanks to everyone who does the *RUPANEWS*, it fills what would otherwise be, a huge communication gap for all Retired Pilots.

Sincerely, *Tim Joclin Sr.*

CRAIG JULSGARD—6337 American Ave, Modesto, CA 95356

Hello Jock and Cleve: Well it's been two years since I brought the big bird back to SFO for the last time. I know you have heard it all before, but where does the time go? I have been busy enjoying retirement. I've been walnut farming at our home in Modesto, fishing, still trying to figure out golf, and doing some part-time charter flying in King Airs. My wife, Cindy, and I plan to take some cruises next year and do some other traveling.

Been watching the news about UAL, hope things turn out well for us all, especially those of our compatriots still working.

Cheers, *Craig*

GAYLAN KESSEL—12140 Candy Ln, Saratoga, CA 95070

Dear Cleve; It has been a great year, one more granddaughter. All my children are working, the hunting and fishing are good, and Kay and I feel fine. Good luck to all in 2004. *Gaylan*

KENNETH C. KUECKER—23545 Adolph Ave, Torrance, CA 90505

Hello Cleve, I retired on January 1, 1979, and I just celebrated my 85th birthday, so it is now 25 years since I flew my last trip. It was a one-way trip to Honolulu. I ran my first 26 mile marathon in Honolulu, so I was in pretty good shape. My health is still good so expect to be around for a while.

I do read the *RUPANEWS* every month and appreciate the efforts of the people who put it together. Sincerely, *Ken*

STEVE LAURANCE—PO Box 579, Redmond, OR 97756

Hi Cleve: Postage money on the way by snail mail. I am about a month early. Sort of reminds me of the time I showed up for a trip a day early. I was feeling pretty dumb when some other guys said things like: "I've done the same thing. Better than being a day late" etc.", made me feel better.

I took a trip to CLE in Oct. Things went very smoothly. I got first class on the legs between PDX & ORD. I used the easy check in when I left CLE. It works great & is a real improvement.

Thanks for all the fine work you all do for us folks out in the boonies. *Steve*

W. W. BILL LAWRENCE—21720 116th SE, Snohomish, WA 98290 360-794-6787

HELP!! Is there some old Navy Pilot in RUPA who recalls how, or has a manual for computing the radius of action to an alternate airport or to a moving base?

I learned how to work the problem from a CAA (1941) manual on navigation and passed one examination in which it was included. At the time it seemed relatively simple. Now, I can't begin to pull it out of the memory hole. I'd sure appreciate a boost on this. Regards, *Bill*

DENNIS J. LEAHY—4055 N. Recker Rd. #68, Mesa, AZ 85215

Hi, Well, it is that time of year again. Had a great year. Spent the summer as a campground host at Black Pine Lake in Eastern Washington. What a way to spend the summer. Free camping with the motor home and pay for doing next to nothing. In fact I haven't done so little for so long. Visited a fire lookout tower, which was amazing. Wonderful to see so many miles of our wilderness area. The work these people do is totally amazing. Imagine spending your summer living in a tower with about as much space as a very small bedroom. Most communication is done by radio and you must enjoy the solitude.

Thanks, *Dennis*

BOB LEONARD—4N085 Thornly Rd., St. Charles, IL 60174 ORD, SFO Dec '59 – Aug '92
The check to Cleve and this letter are even later than usual. No big excuse, but we are keeping busy. Our big trip this year was an eleven-day trip to China with United Vacations. We paid for the whole works; not wanting to be stranded on passes. That was a great decision as UAL was packed. The service and flights were great, and the whole package was so reasonable we could hardly afford to stay home. Three internal Chinese flights were included as well as four and five-star hotels, all breakfasts, personal guides in each of the four cities, (Beijing, Xian, Guilin and Shanghai), fabulous lunches while on tours, admissions to tour sites and an evening show. For three other non-scheduled evening shows our tour guides made all the arrangements and we were escorted to and from the events. We are grateful that we are able to do things like climb the 1800 steps to the top of the Great Wall and look forward to our next adventure. We are still enjoying our Kona condo each February and March.

Joan and I wish all our fellow retirees well. We also wish success to UAL employees, and management in the coming year as the struggle to emerge from bankruptcy continues.

MARK LUND—490 Norfolk Dr, Carson City, NV 89703 mixednuth@juno.com

Dear Jock; Another year, check enclosed. Thank you so much for all your efforts on the *RUPANEWS*. I really enjoy reading about my fellow

retired UAL'ers.

It has been 3 years now for me since retirement. Life is good. Some travel in the RV, Music, and Snowboarding keep me busy.

Sincerely, *Mark*

CLARK E. LUTHER—Stuart, FL

Dear Jock: December, my birth month, comes so quickly that unless I am really awake and alert I would miss my annual letter to RUPA, along with my mailing cost contribution. So here follows a brief summary of my recent activities which have been very busy but not so comfortable.

2002 has been loaded with medical problems which represent a continuation of 2002. Aortic valve replacement and double by-pass and gall bladder surgery, with vascular by-pass surgery to improve circulation to my left leg, finished off the year and, frankly, the vascular surgery was not too successful, in my opinion, so I put off the surgery on the right leg. It seems to be doing better than the left one which had the surgery.

Recovery was slow indeed, and last July, after many tests, it was determined that I had inherited a Staph infection labeled as MRSA, and it was a real monster. Six weeks of powerful antibiotics supplied through a tube installed in my chest and the bug was gone, but it left me in a real weakened state. Have been going to rehab three times a week and have seen some improvement, but still quite a ways from pre-retirement days. Not sure of the prognosis, but at least I am still around. Not enough strength to play much golf except for chipping and putting. My game had really gone to pot anyway so not much lost here.

Not much else going on here, but I see a few of the United guys now and then, which is always fun. Our Golf Club is going through some major reorganization problems which may make it a costly hobby, so that may force a further change.

Anyway, I have bored you enough with my problems but am enclosing a check to cover mailing and other miscellaneous costs.

Good luck to all and my personal thanks to those who make the Newsletter possible. It has been a welcome mailing to receive.

Clark E Luther

ROBERT V. MAGDALENO—PO Box 325,
Royal Oak, MD 21662

Hello Jock: Enclosed are dues for the coming year; along with thanks for the outstanding job that you, Cleve and his volunteers do to keep the "RUPARIANS" informed. Bruce McLeod's job as webmaster has been especially helpful also. I'm including a couple of articles that may be informative. The first is from Barron's about the PBGC detailing their liabilities, unfunded and otherwise, and the need for fixing the system. The other article covers the plan Northwest Airlines has put forth to fund their employee's pension plan with the stock of a non-publicly traded subsidiary, Pinnacle Airways. It appears to be another Trojan horse perpetrated on the employees at Northwest; sort of the way Steve Wolf had the pilots fund his retirement plan in 1994 ala the ESOP. It will be interesting to see if Northwest's plan doesn't become a blue print for other airlines, since the Bush administration's Labor Department has given it their imprimatur.

I've enjoyed a couple of reunions, both military. The first in May was with crewmembers from my first squadron assignment after pilot training. It was great fun, since it was held at an air museum where you could enjoy "adult beverages" while telling outlandish war stories inside one of the old restored planes from our squadron, a Douglas C133A. The second reunion, held in Dallas, was with my Air Force training class. Finally had a chance to talk with two of my classmates who were shot down over North Vietnam that first year out of pilot training, 1965. One spent over six years and nine months as a prisoner of war and the other five years and nine months as POW's, at the "Hanoi Hilton". They said when Jane Fonda showed up for her "photo-op" in the North Vietnam antiaircraft gun emplacement, their captors stepped up the beatings when they refused to be photographed with her. The only other noteworthy event this year was Hurricane Isabel landing on our doorstep in September. I'm convinced there must be at least two reasons they name hurricanes after women. They're unpredictable and they create a great deal of destruction. It took almost a month before we straightened out the storm damage at our place. Hope to make the RUPA cruise to Alaska. For now I wish you and all the *RUPANEWS* volunteers a blessed Christmas Season with your families.
Bob

RICHARD MC MAKIN—24926 Nobottom Rd,
Olmsted Township, OH 44138

Dear Cleve: Enclosed please find my tardy membership dues. Though November was my birthday month, I was away for all of it, traveling with my wife Carol.

Have kept busy meddling in the politics of my local governments and, since January, as den mother for the RUPA folks hereabouts, known as the CLEVELAND CRAZIES. Dick Orr stepped down after 10 years as the Grand Poobah and left me holding the hat...bag... check! It is great fun and a grand group of folks.

Thanks for all that all of you do for the *RUPANEWS* — we do enjoy it.

Richard

EDWIN MCKITTRICK—Littleton, CO 1946 - 1981 CHI, JFK/LGA, EWR, DENTK

Jock, you may be surprised to receive this annual letter early. My birth date is 01/04/21, but I am usually very busy at the beginning of the year. We have a new address and email address from those listed in January 2003 Roster. Our street address is 6571 S. Glencoe St., Centennial, CO 80121-3575, and my new email address is:

enmck21@comcast.net

We moved into a retirement community November 23, 2002. Our home is located in the Holly Creek Campus of the Christian Living Center, which has been in existence for thirty years, The Holly Creek Campus is new.

Our travels this year have been limited to visiting relatives. Opal and I are in good health except for the usual aches and pains, which are a part of aging. That sums it up for this year.

I am sending a postage check to Cleve Spring. Thanks to all of you people who put the *RUPANEWS* together. It is a great service to the remainder of us.

Best regards, *Ed*

CHUCK MELBOURN—16637 Hidden Cove Dr.
Jupiter, FL 33477

Email Maui990@aol.com

Happy holidays to all. This has been a rather eventful year. In Jan during a bout with a kidney stone, the testing found my PSA to be 9.2. This was a major jump from my "wait and watch" PSA of 4.0 a year earlier. A 12-point biopsy showed that I did

have prostate cancer.

After much searching and deliberation I decided on surgery. I went to the Mayo Clinic in Rochester, MN. which is the largest medical facility in the world. My surgeon was Dr. Robert Myers. He is a leading surgeon who does only prostate surgery and developed nerve-sparing techniques. He is the "guy" to do the job. All phases of my treatment have been successful, after two 3-month check ups my PSA is undetectable. Dr. Myers can be reached at 507-284-3077.

After my recovery, Linda and I have done a lot of travel on United, Hawaii, Europe and domestic trips. Each trip was a very enjoyable no hassle experience.

'Til next year, *Chuck*

ALAN V. MITCHELL—210 Kinderkamack Rd, River Edge, NJ 07661

Hi Cleve, Always glad to hear about our fellow retirees. The last couple of issues saddened me with the news of the passing of two of Council 52's finest, Jim Fieneley and Emory Barrus. They were truly good men in every sense of the word "Nuff said!"

As I used to sign the ships log, back when I was a midshipman, "Steaming as before."

Regards, *Al*

STEVE & LIL MODULE—Daytona Beach, FL

It seems hard to believe that 8 years ago I parked the B757 at JFK and hung up my hat, can't say I haven't enjoyed retirement. Like everyone else, I seem to get further behind in "chores" everyday, but who cares.

Lil and I are great health-wise, just had a little accident in August, broke #12 vertebra, in a fall but was very lucky, could have been paralyzed. No operation, no nothing just let it heal and I'm doing fine.

Stayed close to home this year, just to North Carolina to visit with granddads, plan on a Disney cruise in April with the whole family, look forward to that. Busy with the CAF, UREA and RUPEE here in Dayton, just great people to be around and share our life in retirement.

Wish all a very healthy and prosperous 2004.

Steve & Lil Module

BOB MORF—WCBR, 250 Pantops Mtn. Rd..

Apt. 5226, Charlottesville, VA. 22911

Dear Jock: Betty and I have been in this life care facility a little over a year and all goes well. Betty had a new knee in Nov. '02 and a new hip in Jan. '03 and so far both have been very successful. In Sept. of '02 I did hike from Barcelona northwest through Catalonia and up to about 9000 feet in the Pyrenees on the French-Spanish border. Not bad for these 87 year old bones even if I do say so myself -----very, very lucky.

Now - to the main purpose of this epistle. On the cover of the December *RUPANEWS* is a picture of a "Super DC-3". It may be correctly labeled, it's hard to tell from the profile, but as I recall it had 2 R-2000 engines, a beefed up landing gear, and other modifications including a taller vertical stabilizer and rudder. I believe Capital contracted with U. S. Steel, Bill Riley in charge, to fly 1 or 2 'Supers' for them. I don't recall flying one of Capital's 'Supers', but at about that time I was the commanding officer of a Navy Reserve Transport Squadron (VR- 661) and we had 3 of them. On takeoff the torque had to be controlled with a locked tail wheel until reaching enough speed for the rudder to be effective. The Navy designation for DC-3 was R4D, but I don't recall the designation for the "Super", and unfortunately my logbook for that time, which might show it, is among the missing.

FINALLY- although a little late- A HAPPY AND HEALTHY 2004. *Bob*

Judging by the extended and enlarged tail fin and strake and the fully enclosed main wheels, I'd agree that the drawing is of a "Super-DC-3". According to B&N Complete Encyclopedia of World Aircraft, the USN designator R4D-8 was given the 100 or so navy aircraft modified to "super" configuration: i.e. fuselage extended to 30-seat interior, extra windows and an airstair cabin door provided. Some changes were made to airfoil surfaces to improve handling and stability, and the retracted main wheels were totally enclosed in near fairings. The power plant was a P&W 2000-D7. After 1962 all surviving R4D-8s were designated in the C-117D series. Ed

BETTY MORGAN-BRYAN—8311 Vandermark Rd E, Sumner, WA 98390

Dear Cleve: Another year has passed so quickly

but I still enjoy the *RUPANEWS* and my check for renewal is on its way.

The year 2003 brought many experiences. For my 61st birthday my son gave me a Bichon Frise puppy to keep me company. Then in July, one of our LAXCS agents, Mike Fujimori and his wife Liz, hosted a reunion for LAXCS people from about 22 years ago. They arranged hotel discounts for 196 attendees at the Doubletree, along with shuttles to and from a wonderfully prepared dinner at the *Lakes Country Club*. The whole event for a long weekend was marvelous, and the stories that were told, my oh my! However back in those days we were all a family, and that weekend it seemed like we all still were. Agents came from all over the USA and one traveled from Australia.

Then in August, my son married his girlfriend of several years. It was a lovely outdoor wedding and they live only about 20 miles from me, so he can still help me on the farm when I need him. I am so blessed to have him, but then we've always had a good relationship.

In December he graduated from a fireman's academy here in WA. While the training was quite intense and I really shirked when he'd tell me of some of the requirements he did, one of the better requirements was no long hair, no beard, etc. There for awhile I thought I was back home near Wooster Ohio, in the Amish country.

I plan to do more air travel this year. Thanks for all your efforts with the *RUPANEWS* and for including the widows on conventions and gatherings etc.

Betty

EDWARD NIBUR—1060 Spruce Ave. #101, Fresno, CA 93720

Dear Cleve, We really appreciate all the hard work you and the whole staff put into each issue.

Though, must admit, fewer familiar names are appearing. Considering this is to be my 94th birthday, it is not surprising.

We wish all of you most happy holidays.

Ed & Lillian

BOB NICCOLLS—1830 Garden Drive, Medford, Or.97504 niccolls@wave.net 61-94

BOS,EWR,SFO,LAX,SFO,LAX,SFO

Hi Jock & Cleve: After a couple of years where I had my second back surgery, knee cleaned out and both hips replaced, the body has responded well,

and the active life has returned. Running is a thing of the past, but the elliptical trainer and weights suffice. The last year has been filled with family, wandering the length of the Oregon Trail from Independence, Mo. to Oregon City,Or. (visiting every place with public availability with thanks to the Oregon/California Trail Association publications), transiting the Panama Canal (FLL-SFO), visiting my fishing buddy Fred at his remote camp on Vancouver Is., building our family camp on the Wild and Scenic Chetco River and wandering this beautiful state of Oregon. All good stuff.

Family is well, with Lisa and her brood in the Bay Area and Scotty, now flying Captain on the RJ with Northwest Airlink, and his family in Medford. Our time is divided between homes in the Rogue Valley and a beach house at Brookings. In Medford a lot of time is spent with the local Civil Air Patrol.....a really good group of guys and a good mission, lunch with the Intrepid Aviators, our local United pilot group. In fact, if ever around please stop by for lunch, third Thursday at the *Pony Espresso* coffee house on Hwy 238 between Medford and Jacksonville. If in need of throwing a fly or roe at some salmon or steelhead give a call.

Cheers to all..... *Bob*

MIRIAM & JOHN O'CONNELL—1724 W. Motel Rd. Sycamore, IL 60178 SFO, ORD 1956-90
The snow is blowing and the temp is dropping and that makes it time to drop everything and get in touch. First, our Thank You for all of those who make this method of checking in possible. I know this is repeated over and over in the pages of the newsletter, but it cannot be said enough. We appreciate your efforts and would be lost without this medium. God Bless you all.

Have a busy month coming up, not only blank years into retirement; The Blank Blank birthday but the real celebration, FIFTY Years since Miriam and I said I DO. Plan the replay in Hawaii in December with family in attendance.

We had a Grand, Grand Circle trip through Australia, New Zealand, and Fiji. Enjoyed it and was impressed by the friendly demeanor of those down under.

Son John and I took a mission trip to Mountain Top Tenn. with the high school kids from church. Found it a challenge and very interesting. The young people involved sure give you peace of

mind, knowing they will be guiding the communities and our nation in years to come. My hat is off to these young people that may not be in the news but are making their mark.

Then son John and I (I think Jr. goes along to look after me.) did a fishing retreat up north with the men's group from church.

We had good fishing but did not have to use a bat to keep them from jumping in the boat.

The Oct. retirement party was lower key than usual and some of the regulars were missing, but a good time was had by all. Our congratulations to all the graduates.

I know that this will be too late for press time but hope you all had a blessed Christmas and the New Year will be the very best.

God Bless and keep in touch.

Miriam & John (J.J.)

JOHNNY ODOM—1032 Woodland Dr, Port Townsend, WA 98368

Hello everyone, My thanks to all who work on *RUPANEWS*, all of you do a wonderful job.

It has been another good year for Patty and me, as we are healthy and happy, and thankful for all that we enjoy.

We have had the Cessna 195, for 37 years now. Flying it keeps me humble. Flew it to Dayton Ohio this Sept. for the national 195 fly in, and had a wonderful visit to the Air Force Museum: Having my A & P certificate and also the Inspection Authority keeps the maintenance bills in check as I work cheap.

There is not enough time, nor enough lifetimes to do all that one wants to do. I also instruct from time to time and am active in the EAA.

Just after I retired, I took all the Coast Guard tests, and with my many years of boating and my two trips to Vietnam (14 months) on a Navy destroyer, I now have a 100 ton Master's License. Now I am looking for a boat that we can take up the coast to Alaska.

We live our lives as we want, but still have concerns about United and their pension obligations. As I tell my friends, I was broke when I started!

My Regards to ALL, *Johnny*

WILLIAM E. OLIVER—4303 Gull Cove, New Smyrna, FL 32169

One of these years I have to try to attend a RUPA

luncheon. I joined UAL 8/9/46 and put in over some 30 years. Sorry to see Eddie Edwards go. We all worked together when I started, Phil Showalter, Eddie Edwards, Grant Donaldson. I sure had some great instructors to get me started with UAL.

Sincerely, *Bill*

STEVE PAHS—Denver, CO 80224-2836 Sep '55-Jun'88. LAX, DEN, SFO, ORD, DTW, BWI, DEN. We are still shooting trap and skeet; twice a week at Buckley AFB. Our health is *great*. MJP made me sell all my motorcycles. But, renewed Co Drive License with *no* waivers...

Spent Sep in Bavaria at US Armed Forces R&R facility in Garmisch and Ciemsee and Bad Aibling. Good timing: US both facilities gone due to US-German relations... Did the required beer-drinking and yodeling. UAL First Class DEN-ORD-FRA-ORD-DEN. Germans in Munich were unfriendly; but nice in the interior. I find my German vocabulary improves while imbibing... My son, Dave, has been in the Marine band at Miramar Cal; but got to see Kuwait with a machine-gun unit. We spent March in Nice at the French Officers' club hotel. Mary Jo speaks French; and they were friendly. We had planned to go to Italy, if unfriendly. Did Monaco and the usual sights.

April: Sabre Pilot convention at LAS. August 30 to Spain for a month.. Hope to see a Bullfight. Stayed at Rota Nay Air St. quarters. Nice--they speak English, serve Irish and have English language tours~. Hasta Luego. *Steve*



JOHN C. PEDRETTI—Madera, CA 1961-1994
Mostly LAX

Hi Jock—I hope this finds you in good health. I am one month early and I find it very hard to believe that this Feb. it will be ten years since I was turned out to pasture: Also that I will be 70 years old. No big trips to report but we did a lot of RV traveling and enjoyed every mile. It's a leisurely way to travel.

I hope good ole UAL survives as does our pension plan.

Hope everybody had a joyful time during the Holidays.

Check's in the mail and I thank all of you for keeping us well informed. *John*

FREDRICK G. PETERSEN—17372 Greenridge Rd, Middletown, CA 95461

Dear Cleve: Thanks to you and all responsible for this fine publication. It sure helps to keep us in the loop. This completes one year of retirement and it's sure been great!

Betty and I spend summers up in Coeur d'Alene, ID and the rest in California.

Happy Holidays to all and the best to UAL!

Sincerely, *Fred*

KENNETH PETERSON—45W016 McDonald Rd, Hampshire, IL 60140

Not a lot of exciting news from here since retiring from United. My wife, Shirley, and I continue to operate our small organic farm, raising a few cattle and a few chickens. Our two daughters and sons-in-law and six grandchildren live close by.

We haven't been on any of those floating sick bays but we're thinking about trying one to Alaska one of these days.

We really enjoy the *RUPANEWS* every month.

Thank you. *Ken*

You should join us on the RUPA Cruise to Alaska next September .Ed.

MATT POLESKI—PO Box 649, Belvidere, IL 61008

Dear Jock: Better late than never. Enclosed are my annual November dues. Sorry for my tardiness. My wife, Colleen, and I are settled in our nice little condo next to a local airport. Needless to say; I am enjoying being so close to all of the "hangar flying"

and airplane projects occurring in the area. I still find myself missing the camaraderie prior to retirement, but the fellows around this area make up for those feelings.

As health my is concerned; so far so good. Still functioning rather well; even have a 1st class physical yet not bad for a "recovering anorexic" such as myself. The nerves are a little shot though, with all of the pension uncertainty.

I wish all of United's finest a very blessed and happy Holiday season filled with good health and fun times. Sincerely, *Matt & Colleen*

DARRELL RADER—10703 Allendale Rd., Woodstock, IL 60098,
815-648-2197 rader@mc.net

Jock: Don't know how to tell everyone this, but we don't have any world travels, medical ailments, second or third homes, grand kids, deaths, personal agendas or anything else to write about. Either everything is going great or we don't understand the situation. The only thing I can add is that life is not boring; it is absolutely delightful with more opportunities every day.

Give a call and stop by. We might even crank up the antique John Deere engine and make 5 gallons of home made ice cream and drink some of our home squeezed apple cider. We're always here unless we're somewhere else. *Darrell*

DOUG RANKIN—20514 Miranda Place Woodland Hills, CA 91367

YIP-DCA-MSP-LAX - 53 to 90

Made four round trips out of LAX on United in 2003: In January to Kailua-Kona to see the Senior PGA Championship Golf Tournament at the Hualalai Golf Club; In June to MSP for our # 2 granddaughter's Hi School graduation in Hudson, WI; then in August it was off to Atlanta, where, with a friend, we flew his Piper Saratoga to Apalachicola, Fl where I got my fill of raw oysters, which the area is famous for. Rounding out my trips on United was the trip to San Francisco October 28 to attend the RUPA convention.

An interesting thing for me at the convention was when I met Bob Callaghan for the third time. The first was on board the United Air Lines Hawaii Mainliner Stratocruiser

"KONA" when he was the Co-Pilot and the Captain was Rube Wagner, and on July 2, 1952 they flew

me to Honolulu for my first Co-Pilot job flying DC-3's in the Islands for Hawaiian Airlines. The other flying I did in 2003 was around Southern California in my 1956 Cessna 182 to the different "Display Days" for aircraft 35 years old or older. Maybe I will have more to write about next year, till then Happy New Year. *Doug*

NEAL & GERRY RIDENOUR—19W 264 86th St. Downers Grove, Il. 60516 MDW&ORD 51-87 Hi Jock & Cleve and all the rest; Sixteen years into retirement and still doing OK. We got a two-week trip in last spring to Kona and Maui, and of course enjoy that very much. Also a few short trips to closer places like Florida and Knoxville. I am still doing a fair amount of flying and still do cross country sailplane racing at the Chicago Glider Club on weekends. I placed second in the Region 7 Soaring contest in May in my ASW 27 glider. That contest was held at Freeport, Illinois for seven days. I still have the 185 Amphibian and made only one camping trip to Canada this summer. It seems to be getting harder to keep up with all of this stuff as I get older. Gerry is still fighting cancer and takes Chemo treatments at U of Chicago. Mostly experimental, as she has small bowel cancer which is very rare and they don't know what to do to treat it. Thanks for all the work that all of you guys do to keep this newsletter going. *Neal & Gerry*

LEON SCARBROUGH—Sonoma, CA
Dear Jock, Cleve, and all of the other gentlemen who do the job of putting the RUPA magazine together, a magazine that is probably read cover to cover more than any other magazine. I did get my \$\$'s in on time, but at that moment did not have a whole lot that I wanted to put down on paper. But now, with the editor's permission, I have four items.

1) Book report. Seldom do I get enthused about a book, but the biography of John Boyd was fantastic. If you were a fighter pilot, a wanna-be fighter pilot, or just a plain ordinary pilot, this book should tickle your fancy. It is a story of a good guy and his acolytes doing good things. Best way I could put it. Title of the book is *BOYD, the fighter pilot who changed the art of war*. Authored by Robert Coram, and published by Little Brown. A table-mate from Air Force UPT recommended the book; he also happens to be the nephew of a deceased

RUPA member. Even ground-pounding Marines will recognize how their tactics have changed because of John Boyd.

2) Guppy Gathering held October 4th, 2003, was an outstanding happening. 60-70 pilots, spouses and flight attendants attended, the weather was very cooperative, and a good time was enjoyed by all. We missed Al, Mike, & Fred, among others, and sadly none of the three legends (Harley, Lee, or Pat) could attend, one, Harley Brown, had flown west.

3) Bob Donegan and I have discussed a North Bay meeting of RUPA members. He has talked with Barney and others, and now we have decided to air the thought, and see what kind of response we get. Our meetings would most likely be held in Petaluma, at the *Sheraton Petaluma Hotel*, on the first Thursday of the month, starting in April. Further details are sketchy at this time.

Contact Bob: Father.Don@aol.com and/or Leon Scarbrough at Vickyjune@aol.com

Phone numbers and addresses are in the RUPA membership book.

4) Going to Europe in Dec has to be nutso. I was in Sweden after playing tourist in Budapest, and freezing my butt off, and got a phone call saying come back to the states. My father was ill. So after a very short 36-hour layover, I flew back to Virginia, and was there in time to visit my father before he passed away. He had a full and good life, and in two months would have made it to 90. I have always said of myself that I was lucky. I think that I inherited it from my father. He was lucky. He avoided the Malmedy Massacre during the Battle of the Bulge, he decided not to fly home from Alaska in '47, and the C-124 he would have flown on, crashed and burned. The Korean War started, and rather than going to the front, he stayed in Japan and wrote reports that ended up on Truman's desk.

The family returned to the US. Driving home from SFO, and the outside temperature showed 57 degrees, I realized that in the past sixteen days, this was the first time I had seen the temperature over 40 degrees. My friends in Sweden suggested that I return in May or June. I agree. At the service, my daughter Erinn wrote a poem that was so good, I wanted to share with you (editor willing) and as you can imagine, there was not a dry eye in the church. Enjoy the poem. *Leon*

Papa, Carry Me

*It's my favorite story you used to tell,
I've heard it so often; I know it so well.
It's one about me, and you together,
Summertime, and warm weather.
In a place not very far from here,
Grassy green hills and rivers so clear.
You took us on a hike so long,
My little girl legs were not very strong.
Halfway there, I asked you please,
"Papa, won't you carry me?"
Your smile, your laugh, your kind, gentle way,
Always conveyed what words couldn't say.
Your eyes held a sparkle, a gleam, it's true,
You had a gentleman's way about you.
As a soldier, a father, a husband, a son,
And a grandpa^{3/4}Oh, you were number one.
Many years have passed since that day long ago,
When I looked up at you from down below.
As that same little girl, I'm asking again,
Help me now like you helped me then.
Papa please, won't you carry me?
Take me in your heart with thee?
To a place not very far from here,
With grassy green hills and rivers so clear.
Where skies are blue, and angels sing,
And clouds touch the eagle's wing.*
Written with love by Erinn Leigh Candelario
December 2003

JACK SCHLEMER—McMinnville, OR [jack-schlemer@comcast.net](mailto:jackschlemer@comcast.net)

Another year gone by, retired 23 years now. Spend most of my time trying to keep my body from disintegrating. Still do some RC flying and volunteer at the Museum. Regards to all. *Jack*

LEWIS E. SCOTT—24888 S.R. 525, Green Bank, WA 98253

Hello Cleve. To you and all the RUPANEWS staff, committee members, etc.; thanks for all your good work and monthly information.

I retired six months early on July 1, 2002 and have totally enjoyed the time away from the UAL grinder. Here's hoping United emerges from bankruptcy, and our retirements, as we know them, are still intact.

What I miss the most since starting retirement are the many quality people who I had the privilege to fly with. The list is so long that I won't even try to start naming the great pilots who kept me out of

trouble. We all had a lot of laughs. Thanks everyone.

Judy and I now have three grandchildren, all living within an hour of us, so we spend a lot of our time watching them grow and do our best to be the best grandparents ever. We try anyhow.

We hope 2004 is good for all of us and all of you, too. *Lew*

RICH & ANN SELPH—2301 Scott St. #1, San Francisco, CA 94115
Rich@selph.com FOPA, SFO 86-01, L1011, 747, - 400

Hard to believe it has been 2 yrs since UAL retired the last 3 man a/c (and so many of us!). I'll say again how lucky I was to have had the best of Pan Am (22 yrs) and then the best of United (15 yrs)!! We divide our time between S.F. (doing "tenants and toilets"; sailing on the bay) and Vail (skiing; biking). Our four grown kids are creating the next generation of memories.

My profitable expert witness work in Aura Imaging dried up after that unfortunate "perp walk". However, I have a new consulting contract with Arnold in my specialties of "Remote Viewing" and "Astrological Travel". Another challenge is making sure Ann only sends me to "Dad's Time Out Chair" to coincide with MNF.

Ditto on the thanks for a great publication! *Rich*

E. M. "CURLY" SLOBODIAN—1641 Perry Rd, Ellensburg, WA 98926

Dear Cleve; Sorry I'm late with the dues but here we are in time for Christmas!

All is well here—both of us are in good health and able to do almost anything we want to. Our travels this year consisted of two trips to Canada for funerals of relatives—not very exciting, but necessary. Our weather has been great so far, but we need more snow in the hills! We are looking forward to the Christmas season and the quiet days afterwards. You all have a great Holiday and may 2004 be good to all of us. Regards, *Curly*

A. WALTER SMITH, JR—847 N. Humboldt St. #410, San Mateo, CA 94401

Dear Jock: A quiet year. We cut back on travel, and both of us have had some health problems. We worry about United. We're grateful to you who do a great job with the RUPANEWS. Check for postage in snail mail to Cleve Spring. *Walt & Marge*

DRUGS DO NOT WORK ON MOST PATIENTS

By Steve Connor, Science Editor

A senior executive with Britain's biggest drugs company has admitted that most prescription medicines do not work on most people who take them. Allen Roses, worldwide vice-president of genetics at GlaxoSmithKline (GSK), said fewer than half of the patients prescribed some of the most expensive drugs actually derived any benefit from them.

It is an open secret within the drugs industry that most of its products are ineffective in most patients but this is the first time that such a senior drugs boss has gone public. His comments come days after it emerged that the NHS drugs bill has soared by nearly 50 per cent in three years, rising by £2.3bn a year to an annual cost to the taxpayer of £7.2bn. GSK announced last week that it had 20 or more new drugs under development that could each earn the company up to \$1bn (£600m) a year.

Dr Roses, an academic geneticist from Duke University in North Carolina, spoke at a recent scientific meeting in London where he cited figures on how well different classes of drugs work in real patients. Drugs for Alzheimer's disease work in fewer than one in three patients, whereas those for cancer are only effective in a quarter of patients. Drugs for migraines, for osteoporosis, and arthritis work in about half the patients, Dr Roses said. Most drugs work in fewer than one in two patients mainly because the recipients carry genes that interfere in some way with the medicine, he said.

"The vast majority of drugs - more than 90 per cent - only work in 30 or 50 per cent of the people," Dr Roses said. "I wouldn't say that most drugs don't work. I would say that most drugs work in 30 to 50 per cent of people. Drugs out there on the market work, but they don't work in everybody."

Some industry analysts said Dr Roses's comments were reminiscent of the 1991 gaffe by Gerald Ratner, the jewellery boss, who famously said that his *[British]* high street shops are successful because they sold "total crap". But others believe Dr Roses deserves credit for being honest about a little-publicized fact known to the drugs industry for many years. "Roses is a smart guy and what he is saying will surprise the public but not his colleagues," said one industry scientist. "He is a pioneer of a new culture within the drugs business based on using genes to test for who can benefit from a particular drug. Dr Roses has a formidable reputation in the field of "pharmacogenomics" - the application of human genetics to drug development - and his comments can be seen as an attempt to make the industry realize that its future rests on being able to target drugs to a smaller number of patients with specific genes.

The idea is to identify "responders" - people who benefit from the drug - with a simple and cheap genetic test that can be used to eliminate those non-responders who might benefit from another drug.

This goes against a marketing culture within the industry that has relied on selling as many drugs as possible to the widest number of patients - a culture that has made GSK one of the most profitable pharmaceuticals companies, but which has also meant that most of its drugs are at best useless, and even possibly dangerous, for many patients.

Dr Roses said doctors treating patients routinely applied the trial-and-error approach, which says that if one drug does not work there is always another one. "I think everybody has it in their experience that multiple drugs have been used for their headache or multiple drugs have been used for their backache or whatever.

"It's in their experience, but they don't quite understand why. The reason why is because they have different susceptibilities to the effect of that drug and that's genetic," he said. "Neither those who pay for medical care, nor patients want drugs to be prescribed that do not benefit the recipient. Pharmacogenomics has the promise of removing much of the uncertainty."

Response rates

Therapeutic area: drug efficacy rate in percent

Alzheimer's: 30

Analgesics (Cox-2): 80

Asthma: 60

Cardiac Arrhythmias: 60

Depression (SSRI): 62

Diabetes: 57

Hepatitis C (HCV): 47

Incontinence: 40

Migraine (acute): 52

Migraine (prophylaxis) 50

Oncology: 25

Rheumatoid arthritis 50

Schizophrenia: 60

JIM SORENSEN

Almost a year since retiring, and still a year to go till normal retirement age, I still have problems with that passage. Just about a year ago in Maui at the MEC meeting, were my first thoughts of retiring early; this from someone who never even wanted to go at age 60! What started me on this counterintuitive thought process was the announcement that United management, in its infinite wisdom, had decided that certain employees were more important than others. What is more, these exalted individuals should not have to share in the pain of reorganization. These were the key employees that United could just not do without. They might jump ship to another airline that really needed the talents of those that as a group brought the best airline to its collective knees in bankruptcy.

You will now note that these same individuals are after all of us again. In order to emerge from bankruptcy retirees must cough up more for health care. If you have not realized it before hear it now, in order to be a card carrying member of the ABUSERS (Airline Bosses Union 'Suring Egotistical Retro Salaries), all you have to do to qualify is ask others to give up their hard earned benefits so that you may get extras accrued to you. Such as all, or at least our very own Steve Who, getting rewards this past year for revenues being above a certain benchmark, pressured for passage. It's okay, though, because the non-essentials will get theirs this year if profits are above a certain pre-assured level of impossibility. Isn't life fair?

Why did not all the various groups of employees just say "horse----" or "-----"? If the pilots , or flight attendants, or mechanics, or baggage handlers, or passenger agents, or any other of the various groups at United had just stood up and said we are essential to United and we will take exactly the same hit as you ABUSERS. Then life would be fair.

AS you can tell, I miss writing for the SATCOM weekly. Aloha, *Jim Sorenson*

GEORGE R SORENSEN—2841 100th Ave,
Kenosha, WI 53144 gsorenson@wi.rr.com

Dear Cleve, Past due dues included with this note. Like everyone else it has been a year of ups and downs more ups than downs.

Still busy with model railroading, from HO to 7 1/2" gauge live steam, keeping up with Terry and her horses, fixing broken stuff around the farm, and

just about mended from a massive tear of my left rotator cuff in June. (Had a 1000 pound round bale of hay fall off the stack and unfortunately I was bending over in its landing zone.) Four titanium anchors and 3+ hours of surgery, bunch of rehab/therapy, and good insurance means it soon will be just a memory. Other than that, normal medical stuff cashed my first Social Security check. I volunteer at the Museum of Science and Industry United 727 exhibit: going to be a grandfather next year. Terry and I celebrated 14 years in October - Life is good.

Thanks to you and everyone at RUPA nationally and locally. Enjoy the McHenry Illinois RUPA meetings when I can. Each time I attend one of the meetings reminds me that the biggest thing I miss about the job is the people; I was blessed to be able to work with so many wonderful people. *George*

BILL TAYLOR—100 Vinita Lane, Loudon, TN 37774

Dear Jock - *Christmas* cards coming remind me its time again for the annual letter and dues. On the far side of Medicare now, and opening the gap. Speaking of Medicare, I recently received a 'flu shot which was being given gratis to Medicare recipients. The nominal cost for seniors was \$12.00.

When I received my Medicare benefits statement, I was aghast to see that the provider had billed Medicare for an out-rageous amount, in the hundreds of dollars, and that Medicare was paying it!! I soon found out that it was a "computer billing" problem, and the \$12.00 figure was correct. You would think some human element would have caught this error. No wonder the system is screwed up (and broke). *[I have had, and still get, Medicare and Blue Cross statements that would require the services of a soothsayer rather than an accountant to decipher.*

I've given up trying to make sense of them – though I have noticed the inordinate amounts that Medicare is billed, but seldom pays. They still manage to get by with paying out 2% per premium dollar compared with 25% for private insurance – go figure! Ed]

No exotic travels this year, but we did take a Canadian Rockies train trip that was both first class and spectacular. We also "adopted" a new puppy, a black, miniature schnauzer. She certainly has facilitated an aerobic exercise program for me! What a charmer.

Best wishes to all for a Happy New Year, and especially to good, old UAL. *Bill*

BARRY THOMPSON—2178 Camino Brazos St, Pleasanton, CA 94566

Hello Cleve & Jock: Best wishes for a happy and healthy new year. Six years and managing to stay healthy and bang golf balls.

Oriette and I are enjoying our kids and grandkids. Went to Spain and to a RCAF reunion in Calgary. 2004 should be a prosperous year providing our pension is still intact. Cheers, *Barry*

TOM TURNER—Greenbank, WA

Dear Jock: Just a note to thank you for all you do. We are both fine, spent two weeks in Puerto Vallarta, had to get away from the November drizzle. The cheque's in the mail.

All the best *Tom Turner*

WATSON W. WADDELL—2575 Garwood Rd, Sicklerville, NJ 08081 pjw@snip.net

Dear Cleve, Enclosed is my postage fee, just in time "Ha." Well, my birthday is the last day of Nov. so I guess I'm not too late.

Here is a trivia question; I was, among others, born on Thanksgiving Day Nov. 30, 1933. No one else after that time could claim the same connection – why?

E-mail me at pjw@snip.net if you have or want the answer. Warm regards, *Watson*

CRAIG & NANCY WILLIS— 214 Sleepy Hollow Dr, Newport, NC 28570

As usual, a little late, enclosed is my check to cover postage. Thanks again for all of the work that is involved in publishing the *RUPANEWS*.

Life is pretty good here on the North Carolina coast. Nancy and I use our 43 foot Post on a regular basis, except no trips to Florida, so far. With the UAL clouds hanging low on the horizon, I am back at work serving as Director of Operations for a jet charter company. Fly some trips and serve as check airman on the Beech jet 400A and the MU-300. Also, I still serve as an FAA Designated Pilot Examiner.

Best regards, *Craig*

JAMES F. WILSON—2712 Sedgefield Ct. E., Clearwater, Fl. 33761 jwilso23@gte.net.

Hi Jock. I hope all is well with you. I'm a little slow this year but I guess at 82 I'm entitled.

We hit a couple of bumps along the road this

past year. First the loss of my brother, Bill, in March, then Betty was hospitalized for 3 days in May with a stroke. The good news is that she has recovered with no leftover ill effects.

We did the usual travel to visit family and reunions but did not attempt any overseas ventures.

I stay relatively busy with a couple of day's work each week at the soup kitchen where we now handle one meal a day for an average of 200 people. Since all the holidays this year occurred on Thursday, my day to cook, I saw a lot of turkey and ham. The tribe continues to thrive. Lots of grandkids are teenagers and some are heading off to college so they are great to watch. Got a new grandson for Christmas for a total of 29.

My best wishes to the RUPA family for a happy, healthy new year. Check to Cleve. *Jim*

JAMES W. WRIGHT—65 Jensen St. East Brunswick N.J. 09416

Dear Jock: Another rough year has passed. Lets hope that United can recover this year, 2004, and start to make a profit.

Millie- is still recovering from her broken left knee and leg. With so much rain last year we did not get much sailing in, and that was disappointing. We did not go anywhere last year except to the State Amvet convention in Atlantic City.

We really appreciate the work you do for the *RUPANEWS* and keeping us informed about our pensions.

We will continue to pray that United will return to better times. *Jim*

RUSSELL J. WRIGHT—2695 Alkire Street, Golden, Co 80401

Howdy, Jock: -Twenty-eight years on the beach; I've had a bit of trouble this year. I was hospitalized with a kidney infection and stones. After several days to control the infection, doc started to zap the stones but my heart started doing back flips. Stopped the kidney treatment and started on the heart. I now have a fine working pacemaker. Doc put the bat-tery on my left Shoulder so I can still shoot a rifle. Lucked out on the stones. Enough treatment had been received to dissolve them so they departed.

My sincere thanks to the RUPA group. I don't recognize too many names, but I read them anyway. Stay healthy, *Russ*

IN MEMORIAM

CHARLES E. BEATLEY, JR.

Former 5-Term Mayor Of Alexandria, VA,
On December 29, 2003. Beloved husband of Marjorie Beatley; father of Elizabeth Beatley Schenk, Christopher Beatley and Timothy Beatley; loving grandfather of six. A memorial service will be held on Tuesday, January 6, at 4 p.m. at Westminster Presbyterian Church, 2701 Cameron Mills Rd., Alexandria. In lieu of flowers, memorial contributions may be made to the Charles E. Beatley Jr. Scholarship, Alexandria Scholarship Fund, T.C. Williams High School, 3330 King St., Alexandria, VA 22302.

Five-term Alexandria mayor Charles E. Beatley Jr., who was known for reshaping and revitalizing the city, died of respiratory failure Dec. 29 at Inova Alexandria Hospital. He was 87.

The longest-serving mayor of Alexandria, Mr. Beatley was in office from 1967 to 1976 and again from 1979 to 1985. He was mayor when the city acquired the Torpedo Factory, which is now Alexandria's top tourist attraction, when the first voter registration stations outside City Hall were established and during the King Street urban renewal project, which revitalized the city's original business core.

He oversaw the donation of the land used for Northern Virginia Community College and was instrumental in acquiring and preserving Fort Ward Park, as well as several historic properties in Old Town.

Mr. Beatley lost a 1985 reelection bid to James P. Moran Jr., now a congressman, after a bitter campaign fight between the two former political allies. After the loss, Mr. Beatley vowed not to fade away. "I'm going to be so active a lot of people will think I'm still mayor," he told The Washington Post. But after withdrawing as a Democratic candidate from the 1986 congressional race against Rep. Stan Parris (R-Va.) because of heart problems, he largely left Alexandria politics behind.

Born in Urbana, Ill., Mr. Beatley was raised on a small farm and graduated from Ohio State University with a bachelor's degree in economics. He received a master's degree in business administration from the university in 1947.

Between degrees, he was a pilot for Pan American Grace Airways, based in Lima, Peru. During World War II, he ferried military planes as a civilian to overseas bases.

He married in 1945 and shared a house with a family in Alexandria until he was able to build a rustic log cabin on five acres in Seminary Hill. He continued to work as a pilot, flying for Pennsylvania Central Airlines, then Capitol Airlines, which merged into United Airlines. He was a United pilot until he retired in 1976 at age 60.

In retirement, Beatley kept up with chores on his 300-acre farm near Warrenton and ran a glider school on the property. He retained his impish sense of humor. Beatley took a reporter who had come out to his farm for a ride in one of his gliders. As the glider was being pulled down the runway on takeoff, he told a story in a deadpan manner about a pilot who had suffered a heart attack in the air and crashed.

Mr. Beatley was president of the Northern Virginia Transportation Commission and chairman of the Metropolitan Washington Council of Governments. The city's main public library, designed by nationally known architect Michael Graves and dedicated in 2000, was named for Mr. Beatley. He was a member of Westminster Presbyterian Church. In 1995, he received the Ohio State University Alumni Citizenship Award.

Survivors include his wife of 58 years, Marjorie Beatley; three children, Elizabeth Beatley of Palo Alto, Calif., Chris Beatley of Alexandria and Timothy Beatley of Charlottesville; and six grandchildren.

Obituary in The Washington Post January 1, 2004
Cards may be sent to: Mrs. Marjorie Beatley, 4875 Maury Lane, Alexandria, VA 22304
703-370-6774 marjbeat@aol.com

TED BOERSTLER

Boerstler, who died on Dec 22 at age 87, helped his father, the late Elton Boerstler, build an estimated 50 houses on Montview Boulevard in east Denver. Theodore A Boerstler was born Dec 21, 1916, in Berberton, Ohio, and moved with his family to Denver when he was a child. Ted graduated from East High School and earned an engineering degree at the University of Colorado at Boulder, paying his own way by being a "hasher", or waiter, in the dorm.

He met his wife Virginia Lynch of Salina, Kansas, while in college, and the two were married after graduation. She died in 1990.

Boerstler became a pilot for United. He also joined the military and flew transport planes.

After the war he returned to United and was based in Chicago. After five years, the family moved back to Denver. He retired in 1969 and bought and managed discount tire stores.

Boerstler had always wanted to play the piano, so he began taking lessons after age 60.

"Dad just wanted to be able to play the piano at the University Club and the Cactus Club and have people stand around and sing." His daughter said.

"He actually was a pretty horrible player, but he was playing the piano, and that was what he wanted."

In addition to his daughter, Heidi, Boerstler is survived by a son, John, of Denver, a granddaughter, Anne Miriam Boerstler of Denver, and a sister, Betty Poyen of Maui, HI.

WILLIAM HEDDEN

I regret to inform you of the death of Captain Bill Hedden on November 8th, 2003. He joined United Airlines in August, 1945 as a DC-3 pilot and retired in 1981 as a B-747 captain.

He served in the Army Air Force during WWII as a B-17 pilot, flying 35 missions over Germany. Bill was awarded the Distinguished Flying Cross and the Air Medal with Four Oak Leaf Clusters.

Bill was a devoted family man. He and his wife, Connie, shared 60 years together, having five children; William Jr., Robert, Jill King, Jan and Jody Nelson, plus eleven grandchildren.

They were living in Basking Ridge N.J. at the time of his death from a heart attack and stroke. A memorial service was held on November 15 at the Presbyterian Church in Westfield N.J.

He was a wonderful person and a long-time friend

Jack Smith

YVONNE HOWSON

We were informed by her son, Owen, that Yvonne Howson, widow of the late George Howson, President Emeritus of RUPA, passed away peacefully on December 2nd at the age of 97 in the company of her son at his home in Maui.

Condolences may be sent to: Owen Howson, P.O. Box 1493, Kehei, Maui, HI 96753
Ph. 808-974-1493

THOMAS JAMES HYLAND

By Claire Martin, Denver Post Staff Writer

Thomas James Hyland, an ace Navy pilot during World War II and later a United Airlines captain who amassed a library on which his family estimated he spent \$1 million, died Dec 14 after a heart attack. He was 97.

Hyland grew up in Denver. He was only seven when he began taking odd jobs to help support his family. He became student body president of Cathedral High School and president of the school debate team that went on to win the national championship. He was also football team captain.

Both Columbia University and the University of Notre Dame offered him scholarships. They thought he had that kind of potential. At the last minute, he decided to go to Columbia.

Hyland attended Columbia for two years, during which he developed a lifelong devotion to Marxism. He was a philosophy major and became part of philosophy professor John Herman Randall's inner circle of intellectuals. Hyland joined in discussions that resulted in some of the alterations that Randall made in the 1940 edition of *The Making of the Modern Mind: A Survey of the Intellectual Background of the Present Age*, his book on contemporary civilization.

Hyland left Columbia in 1940, when things became tough for his parents and six siblings still living in Colorado. He worked at a local brickyard.

He married the girl next door, and they had a daughter. Shortly before Pearl Harbor was bombed, he enlisted in the Navy.

"He was in the process of getting his orders when Pearl Harbor got bombed, so he was one of the first guys in the Navy to get to the South Pacific," his son said.

Hyland thrived during the war. He flew a PB4Y-1 Liberator, the Navy's version of the Army's B-24 bomber. He loved flying combat missions. He won the Silver Star, five Distinguished Flying Crosses and "eight or 10" Bronze Stars, his son said.

After he shot down his fifth enemy plane, Hyland was designated an ace pilot. His accomplishments were chronicled in several books about the Navy's, South Pacific campaign during World War II, including Gordon Forbes' *Goodbye to Some*.

His Blue Raiders crew had enormous respect for him. Bow gunner, Walter Bryant referred to his lieutenant as "The Great Tom Hyland" and enjoyed recounting the story of the time Hyland made an emergency landing on Hainan Island the same island where a U.S. surveillance team's emergency landing caused an

international incident on April 1, 2001.

Almost exactly 56 years earlier, Hyland was piloting the PB4Y-1 Liberator when he saw two Japanese, army fighters bombarding another U.S. Navy plane. Hyland flew to its aid He shot down one of the fighters, but, they shot out the No 1 engine on the Liberator and fuel spurted from the bullet holes. Hyland made a wheels-up crash landing, sending the airplane skidding 200 yards down the sandbar. None of the 12 men aboard was injured. A few hours later, the crew was rescued by one of the Navy's amphibious planes. "My dad was born to be a warrior," Tom Hyland said. "He had two great passions in life; the first one was being a bomber pilot. When he found out the war was over, he cried. He didn't want it to end"

When the war did end, Hyland joined the Naval Reserve, eventually retiring as a captain. His day job involved flying jets for United Airlines.

Hyland's other great passion was reading. Be loved books, although his favorite always remained his mentor Randall's magnum opus on Western civilization.

Over the years, he amassed a stunning personal library. When he wasn't flying planes or working with the flight engineers union, which Hyland helped found, he was looking for books to add to his collection.

Visitors gaped at Hyland's library. The wall, of his house was filled with books on bookshelves and stacked in piles on nearly every available surface. He built several additions to his home, all to contain his expanding hoard of books.

"They overflow," said his son. "They're everywhere. They're on shelves, they're on the floor. He was a huge reader. a bibliomaniac."

The old warrior had one other weakness: He loved to buy things for his vast extended Irish-Catholic family. He financed houses. He paid for college tuition and graduate school.

"There was no end to it," his son said.

"The man was like Santa Claus with money. He didn't show much affection - he was kind of a John Wayne character - but he couldn't give money away fast enough. He was the godfather of this huge Irish clan, and the wealthiest of them. He pretty much financed this huge family of ours."

He was buried with his two favorite books: *The Making of the Modern Mind*, which his children all signed, and Mortimer J. Adler and Charles Van Bruce's *How to Read a Book*, signed by his grandchildren.

"We figured he would have a lot of reading time on

his hands," said his daughter Karen Pizarro.

Survivors include two daughters, Karen Pizarro of Princeton, N.J., and Kathleen Hyland of Washington, D.C.; two sons, Thomas Hyland Jr. and John Hyland of Denver; three sisters, Madelyn Hyland and Peg Leduc of Denver and Helen Corolla of Fort Worth, Texas, nine grandchildren; and a great-grandchild.

The Denver Post, 26 December, 2003

JOHN LOVETT Sr.

It is with deep sorrow that I must report that John Lovett Sr. passed away on November 19, one month after his 85th birthday and one week before celebrating 61 years of marriage with his wife Gerry, whom he met at the University of Colorado. He was born in Pueblo, Colorado and grew up in Trinidad, Colorado. John joined United Air Lines in 1941, was a Tracey Ace, and flew for 32 years. He spent several years on the Accident Investigation team for UAL and was Director of Flight Operations in Denver before retiring in 1973. John is survived by his wife, two sons, John Jr., Roger, and daughter Sue Anne Thomsen, four grandchildren and one great grandchild.

Next to his love of flying, he was a great fisherman, which drew him to the Salmon fishing of the Pacific Northwest where he certainly caught his share. He will be so greatly missed.

Gerry Lovett and family

MASHBURN, GENA HOFLIN (Age 44)

On Thursday, November 20, 2003, the devoted wife, mother, friend and guidance counselor died suddenly at home. She is survived by her husband, Troy L. Mashburn; son, Troy Ryan Mashburn; daughter, Polina Rita Mashburn . Donations may be made to the Cystic Fibrosis Foundation, 6917 Arlington Rd., Suite 308, Bethesda, MD 20814.

Cards may be sent to:

Mr. Troy L. Mashburn
3350 Sleepy Hollow Road
Falls Church, VA 22044-1004
(703-533-8769)
(troygena@cox.net)

The Washington Post
November 23, 2003

CAPT. WARREN P. RICHIE

Born September 17, 1933 Memphis, Tennessee - died November 18, 2003 Mercer, Wisconsin
He is survived by three children (John, Jim, and Ann), 2 step-children, several grandchildren, and wife Lynn Richie (6311 Mills Pt. Rd., P.O. Box 471, Mercer, WI 54547).

Is it possible that Warren had an aversion to terra firma? In his early days, he spent his time on water: his first job was aboard a Mississippi River boat. His entire service and professional career was spent in the air: initially with the Air Force, and then as captain with United Air Lines, and much of his recreational time was spent on snow: snowmobiling. When he was standing on solid ground, he was shooting at something in the air: mostly clay targets and the odd duck (feathered) or pheasant.

Warren really, *really*, involved himself deeply and passionately in life, in all seasons. His air force career was illustrious and varied. Along the way he flew missions over Korea in B-29's, flew highly classified missions in the Far East, met and chatted with a passenger aboard one of his service flights by the name of Bob Hope; and, put a general or two in his place. After a long career with United, he retired as senior pilot flying the biggest equipment on the longest runs: 747-400's on the San Francisco to Hong Kong/Singapore route.

He thoroughly involved himself with the organizational aspects of his profession as well, standing up for his high principles with the greatest resolve, and never running from the inevitable management skirmishes.

One advantage of being a senior pilot was having "first dibs" on the vacation schedule: thus it became possible to reserve a two-month-plus uninterrupted winter vacation to indulge his cold season passion of snowmobiling. If anyone could turn a veteran cross-country skier into a snowmobiler, it was Warren. He developed a snowmobiler's Valhalla, with a fully equipped and heated garage/shop, and a fleet of sleds for his family and guests, welcoming and encouraging all to come and give it a try. Perhaps now is a good time to point out that Warren was never happier than when able to share his joys and pleasures with someone else: Your joy of an experience brought to him immense pleasure.

With this in mind, in the autumn season Warren hosted the years' most special day, a day he went through great effort to orchestrate. We (his guests) came to fondly call the day "The Death March".

Every year on opening day of pheasant season we would gather at his spread outside of Marengo and eat, hunt, eat, hunt, drink, eat, hunt, drink, eat, etc., etc., etc. The final act consisted of the specialite la Maison: three-inch thick marinated steak 'roasts' al la Warren, barbequed on the indoor grill. It was a special day of comradeship as no other, and will never, ever be forgotten.

Now we come to the warm seasons and trapshooting. That's all: Trapshooting (For the non-cognizant, this is world of the Amateur Trapshooting Association and registered, competitive trapshooting.) Warren had a forty-five year love-affair with the sport and worked as hard for the association as he enjoyed the shooting itself. during his shooting career, he registered 69,450 singles targets (16 yards), 51,350 handicap targets (extended yardage), and 34,650 doubles targets. Warren achieved the coveted 27 yard position (furthest back position for the extended yardage event) just a few years ago. From 1964 to 1979 he was Central Zone Representative to the Central Handicap Committee (the association's rule-setting authority), during which time he created the computer program for the ATA 1000 target review. From 1974 to 1979 he was Chairman of this body. In 1978 he rewrote the ATA rulebook, the association's bible. Overall, he streamlined the Amateur Trapshooting Association to operate efficiently in shoot operations and personal shooting records. It is simply not possible for one uninvolved in the sport to appreciate the immensity of what Warren accomplished.

Lastly, because it *was* most important, is Warren's family: his first love. He *was* raised in the strong traditions of southern gentility; a society that stoically did not express feelings as openly as we do today. Yet, he never failed to speak of his family deeply lovingly, and especially in the case of his children, with button-popping pride. He suffered the tragic premature loss of his first wife, Shirley, the mother of his children. His marriage to Lynn (who, out of self-defense, eventually took up trapshooting) was the miracle that allowed him to enjoy the vitality of life once again.

So, now Warren is avoiding terra firma yet once more. However; the suspicion, an easy one to form, is that he is now flying higher than ever before.

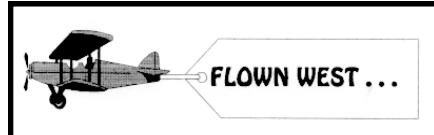
Written by John Elias

GERALD G. YERDON

Gerald G. Yerdon, 83, of Wicomico Church, died October 12, 2003. Surviving are his wife of 34 years, Nancy L. Yerdon; seven children, 12 grandchildren, four great-grandchildren.

Memorial services were held at Wicomico Episcopal Church, Wicomico, VA.

Memorials may be made to Wicomico Episcopal Church.



LESLIE P. GALLAGHER*	19 Oct 2003
JOHN H. HUNSINGER	21 Oct 2003
DEAN R. McGIVEN	24 Oct 2003
WILLIAM HEDDON	8 Nov 2003
RICHARD R. STOUFFER	9 Nov 2003
WAYNE W. McINTYRE	14 Nov 2003
LEONARD P. CHAFFIN	17 Nov 2003
WARREN P. RICHIE	18 Nov 2003
JOHN LOVETT Sr.	19 Nov 2003
CARL J. CRITTENDON	21 Nov 2003
LOU JEAN "HOOT" MONINGER	29 Nov 2003
RONALD E. REIHEL	6 Dec 2003
THOMAS J. HYLAND	14 Dec 2003
WILLIAM M. DUTTON	17 Dec 2003
TED BOERSTLER	22 Dec 2003
CHARLES BEATLEY Jr	29 Dec 2003
JOHN TRAYNOR*	2 Jan 2004

* 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. Hovering there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew –
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 2nd Mon.** SW FL—*Olive Garden, Ft. Myers - 239-417-8462*
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos - 760-723-9008*
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant CC, Stuart 561-747-2796*
2nd Thu. SE FL Gold Coast—*Flaming Pit - 561-272-1860*
2nd Fri. PHX Roadrunners—*Best Western En Suites Scottsdale Airport, AZ 480-948-1612*
3rd Tue. DEN Good Ole Boys—*11:30am American Legion Post 1 - 303-364-1565*
3rd Tue. LAS High Rollers—*Memphis Barbecue - 702-896-8821*
3rd Tue. NE FL—*Spruce Creek CC - 386-760-9736*
3rd Tue. Dana Point CA—*Wind & Sea Restaurant - 949-496-2691*
3rd Thu. LAX—*Hacienda (Even Mths) Billingsley's (Odd Mths) 310-821-6207*
3rd Thu. Ohio Northcoasters—*TJ's Wooster (Always coed.) - 440-235-7595*
3rd Thu. SEA Gooneybirds—*Airport Marriott. - 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—*Westwood CC - 540-338-4574*

Deadline: February 18, 2003

Mailing: March 3, 2003



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