



RUPANEWS

Journal of the Retired United Pilots Association

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, in my opinion, the Air Transportation Stabilization Board has done its best to DE-stabilize the air transportation system in this country by denying United Airlines its application for a Federal loan guarantee. It appears to me that the latest round of fare cuts by the Low Cost Carriers is aimed directly at doing the most damage possible to United Airlines, namely decreasing yields at a time when the company needs to portray financial strength. Everyone knows United is in active discussions with the financial community trying to secure the financing needed to exit bankruptcy. Surely, United will be forced to make additional cuts in its costs as it searches for investors to bail it out of bankruptcy. The national press makes a case for the company to terminate the pension plans and United has just announced that it will defer contributions to those very plans. The deferral will not affect the pilot pension plan. United has satisfied its obligations to the pilot pension plan as a result of credits from previous years. Our own pension guru, Doug Wilsman, has submitted an article for this issue explaining the workings of the PBGC and our pension fund. Please take time to read it.

It looks like we have over 120 members booked for the Cruise to Alaska in September. There still is room on board the ship for those of you who wait until the last minute to sign on. Joe Ferrie has made arrangements for rooms for \$89 a night with the Radisson Hotel at the Seattle Airport. The hotel has a complementary shuttle from the airport to the hotel. He has made arrangements with a transport company to take us from the hotel to the pier for \$10 per person. Arrangements can be made for pickup at the ship on the day of disembarkation with the driver on the day of departure for transportation back to the hotel or the airport.

Please read the article entitled "THE WALL OF HONOR REVISITED". It is a review of our involvement with the Smithsonian Institution's new museum, the Steven F. Udvar-Hazy Center. You will be receiving more information from the Museum in the form of an additional mailing following the receipt of this issue.

This is the last plug for the San Francisco Area RUPA Picnic. The pertinent information, time, place, cost, is located on the following pages. Out of Towner's are more than welcome. We usually have quite a lively group in attendance.

The latest word from Cleve Spring is that he will no longer include your address or domicile information with your annual letter submission to the *RUPANEWS*. He cites security issues and additional workload for the reason. That's it for now.

Fraternally, *Rich*

WIDOWS COORDINATOR

JACKIE PANCOAST ABEL-714-846-2119 jacquelineabel@aol.com

Hi everyone, I was pleased to hear from so many nice people, pilots and widows, who wanted to make certain that the name they sent in was on the RUPA Wall. Such a great way to honor the people who have given so much to the world of aviation.

The application you received in the mail, with the letter from Pres. Bouska, has a RUPA source code near the list of moneys you can send. That is what determines that you want the name on the RUPA Wall.

RUPA Pres. Bouska has advised that no titles, such as Capt., will be used on the RUPA Wall. Also, only pilots names will be on this Wall.

I reiterate, to remain active in RUPA, you must send postage (\$25) every year on your husband's birthday.

Til the next time, *Jackie*

DANA POINT LUNCHEON

Wind and Sea Restaurant Dana Point Harbor July 20, 2004

Lunch got off to a quick start with a few hungry members arriving early, thirsty and hungry... In the Harbor was quite a warm, clear and beautiful day. On deck were under the blue umbrellas were: Park Ames, Carlos Bernhard, Walt Bohl, Bob Brockmeier, Bruce Dunkle, John Grant, Pete Hansen, Ed Judd, Bob McGowan, Jerry Meyer, Bill Meyer, Ted Simmons, Bill Stewart, Tony Testa, Joe Udovch, and Don Aitken.

Not too much conversation on how goes UALAQ...acceptance seems to be the mode right now!

Walt brought up an interesting web site on pilot pay, WWW.Airlinepilotpay.com A quick look at the site shows all the pilot pay for the US carriers and some of the benefits. Included was the latest pay proposal from the DAL Pilots. Smaller carriers are ordering aircraft and expanding their pilot list.

Seems like more of us are either buying a ticket or just driving our car. For the first time in a long while, wife and I just took a driving trip--some 6000 miles--with many stops planned and some spur of the moments. There was a reunion of RCAF F-86 Pilots in Winnipeg that we were able to attend. Great to get away from Large Airports and all the traffic and extended security! Enjoyed the views of contrails from the top of the Rockies!

Did note the passing of Air Force Major General Charles W. Sweeney. He was the B-29 pilot that dropped the plutonium bomb on Nagasaki. He said in his 1997 book, that he hopes he keeps the distinction of having the "last atomic bomb mission".

Next Lunch at the Harbor August 17. Regards, *TED*

DENVER GOOD OL' BOYS

The turnout for the July meeting exceeded expectations, as traditionally everyone is elsewhere this time of the year. The kitchen managed to accommodate all and the cuisine drew no complaints that this scribe noted. As usual, 'happy half-hour' was a rousing success, and the dinner bell sounded on the dot. This humble scribe accompanied Ed Riehl at the head of the buffet.

During the boring business meeting, Jim Krasno gave a brief rundown re: the status of the bankruptcy and our pensions and medical. Suffice to say we are still awaiting. Hal Krause updated the assembly about the funeral of Ralph Stewart, who went west shortly after the June meeting.

It was good to see Bob Blessin shortly after his heart attack apparently doing well and reportedly feeling good. In the absence of a good joke, the humble scribe told a true story about the greatly exaggerated report of the demise of Mike Day. Mike's wife reports that he is doing well.

The faithful: Ed Riehl, Bill Matheny and son Greg, Jim Hixon, Bill Fife, Maury Mahoney, Rick Madsen, Curly Baker, Hal Krause, Bob Sannwald, Roger DeLozier, Dick Marshall, Ralph Wright, Phil Spicer, Jim Krasno, Bob Blessin, Chuck Fellows, John Thielen, Russ Ward, Bob Clipson, Ray Bowman, Mack Connelley, Bill Hoygaard, Jim Jenkins, Stanley Boehm, Fritz Myer, George Maize, Frank McCurdy, Dick Wagner, Jim Harris, A. J. Hartzler, John Allen, Carl Harder, and the humble scribe and coordinator, *Ted Wilkinson*

THE JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

was attended by 83 folks on July 13th at the *Warsaw Inn* in McHenry, IL. Again Milt Jensen as M.C. Made the lunch worth attending by himself. Cliff Sanderson provided his insight and knowledge concerning the UAL bankruptcy. He spoke for about 30 minutes and answered questions from the group. In attendance were:

Jerry & Michelle Anderson, Don & Joan Anderson, John Anderson, Leroy & Eva Bair, Ted & Dolores Bochniarz, Art Boehmer, Tom & Marge Bottis, Jim & Corrinne Boyer, Glynn Bradley, George Bramm, Neil & Vicki Bretthauer, Ben & Kay Burford, Jim & Jane Burnham, Phyllis & Phil Capuzelo, Al Ciciora, Jim & Mary Cook, Joe David, Barry Davidson, Pice Downey, Roger & Sue Dreher, Jerry Drommenhausen, Tom Fasiang, George Foxe, Marty Gallagher, Jim Gesler, Ed Gunderson, Dave Harris, Joe Hart, Tom Harvey, Bob Helfferich, Paul Hubbert, Jim Huemann, Milt & Ina Jensen, George Keller, Bob & Carolyn Kelly, Don Leissner, Rob Mccutcheon, Ralph Mikulich, Claude Nickell, Chuck Peterson, Ray Potsic, George Py-lawka, Cilf Sanderson, Bill Silvester, Ole Sindberg, Gene Stepanovic, Bernie & Rachel Sterner, Bill Thompson, Jim & Mary Jeane Trosky, Lyman Walter, Dave Wege, Paul Wember, Ron Wilson

Claude Nickell

LOS ANGELES VALLEY LUNCHEON

At *Billingsley's* July 15, 2004. July seems to be vacation time, because our attendance is usually down, however there were the following nineteen of us: Tom McQueen, Jack Moore, John Joyce, Dave Tank, Ginny Tank, Russ Maddox, Marv Jeffers, Gene Biscailuz, Doug Bielanski, Jim Turner, Dick Unander, Bob Mosher, Herb Goodrich, Rex May, Linda May, Don McDermott, Doug Rankin, Lee Cameron and Edna Cameron.

Doug Rankin relayed information from a Special MEC meeting which was called to assess where the company was going after the failure of the ATSB loan application. In short, the loan was denied because it was felt that United could secure outside capital due to the soundness of United Airline's Future Business Plan. But the question remains as to "Where is the new business plan?" The Company reported that the "TED" markets have exceeded all marketing plans and further expansion will include more aircraft and destinations by this winter. Doug Rankin also discussed the Wall of Honor at the Udvar-Hazy Smithsonian Air and Space Museum and passed around a copy of his certificate to show what is sent to donors and said to be sure to keep the letter which accompanies it to show that the donation is tax deductible.

Doug Bielanski told us that from the information he has, the company has enough money funded in the pilots pension plan to not need any more funding this year. He went on to say it appears URBPBA will not be sending out the information letter on the revised medical plan.

Don McDermott said that from information he has, that the pilots flying the line feel that CEO Glenn Tilton is doing a good job. Don went on to say the pilots had told the company there were not enough pilots to cover the summer schedule. The man who is charge of man power who said there were, and it now appears the pilots were correct, is either out of a job or not in that position any more.

Rex May had the sad news of telling us that Capt John Wisda had "Flown West". Those of you who attended our 2003 Christmas luncheon at the *Hacienda Hotel* will remember him telling us of his experience in Auckland when he was the co-pilot on a United C-87 that crashed just after take-off on Aug 2, 1943.

Lee Cameron, as he does at most luncheons, had something for us to chuckle at. Today's was a short joke. He said did you hear what happened to the man, who, as he swallowed a Viagra pill, it got stuck in his throat? He got a stiff neck.

After lunch many of us went to the Van Nuys Airport to Dick Unander's hangar to see the N3N he is restoring. The N3N nickname is the "Yellow Peril" and it was manufactured at the Naval Aircraft Factory. The N3N-3 holds the distinction of being the last Biplane used in military service & was retired in 1961.

Our next valley luncheon will be Sept 16th; 'til then, yours truly - *Doug Rankin*

ALPA Council 11 Annual Party

Saturday September 18, 2004

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Music!



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TOTAL NUMBER IN PARTY _____ x \$60 = _____

Make Checks payable to *ALPA Council 11 Annual Party* and mail to:

Captain Ray Stratton
440 S Banana River Blvd
Cocoa Beach, FL 32931
321-917-7780 RayStratton@hotmail.com

Names of all members of your party as you want them to appear on their Name tags

NOTE: The presence at this Pilots' Financial Planner/retirement party of any ALPA officer, representative, member, or employee does not constitute, and can in no way be construed as, the endorsement by ALPA, or by any ALPA officer, representative, member, or employee, of either (1) any investment management firm, investment manager, or other firm or individual which provides information or advice to the persons attending this Pilots' Financial Planner/retirement party, or (2) the information or advice so provided.

Retirement Honorees 2004

ALPA Council 11 Washington

| | | |
|----------------|----------|------------------|
| <i>ROBERT</i> | <i>L</i> | <i>BECK</i> |
| <i>CHARLES</i> | <i>A</i> | <i>BLEAKLEY</i> |
| <i>WILLIAM</i> | <i>J</i> | <i>BUCHANAN</i> |
| <i>CLAUDE</i> | <i>B</i> | <i>DODSON</i> |
| <i>SANFORD</i> | <i>B</i> | <i>FITTS</i> |
| <i>ROBERT</i> | <i>D</i> | <i>HARDING</i> |
| <i>EUGENE</i> | <i>R</i> | <i>HOMAN</i> |
| <i>THOMAS</i> | <i>A</i> | <i>KOSIK</i> |
| <i>RICHARD</i> | <i>W</i> | <i>LEE</i> |
| <i>RUSSELL</i> | <i>E</i> | <i>MULLEN</i> |
| <i>WILLIAM</i> | <i>M</i> | <i>OPRENDEK</i> |
| <i>STEVE</i> | | <i>PASECKY</i> |
| <i>ANDREW</i> | <i>J</i> | <i>ROBERTSON</i> |
| <i>RICHARD</i> | <i>J</i> | <i>RYBAK</i> |
| <i>DAVID</i> | <i>F</i> | <i>SCHREIBER</i> |
| <i>JOHN</i> | <i>M</i> | <i>SUMNICK</i> |
| <i>JOHN</i> | <i>G</i> | <i>WEBSTER</i> |

Please help us by letting us know if we missed anyone who should be honored at our party this year. Contact Captain Ray Stratton at Raystratton@hotmail.com or Captain Emeritus Tom Hunter at Thunter777va@aol.com.

A LETTER RECEIVED BY THE TIDE DETERGENT PEOPLE

Dear Tide,

I'm writing to say what an excellent product you have! I've used it since the beginning of my married life, when my Mom told me it was the best. Now that I am older and going through menopause, I find it even better! In fact, about a month ago, I spilled some red wine on my white blouse. My unfeeling and uncaring husband started to berate me about how clumsy I was and generally started becoming a pain in the neck. One thing led to another and I ended up with a lot of his blood on my white blouse. I tried to get the stain out using a bargain detergent, but it just wouldn't come out. On a quick trip to the supermarket, I got a bottle of liquid Tide with bleach alternative, and to my surprise and satisfaction, all of the stains came out! In fact, the stains came out so well, that some detectives who came by yesterday told me that the DNA tests were negative and my attorney said that I would no longer be considered a suspect! I thank you, once again, for such a great product. Well, gotta go. I have to write a letter to the Hefty bag people.

Signed, A Relieved Menopausal Wife

NORTH COAST FLYERS

aka The Cleveland Crazies - July meeting

An unusually small gathering of the CLE Crazies was held on the 15th at *TJ's* in Wooster. John Pinter, Ed Griffith, Dick Orr, John Cusick, Ken Wheeler, Dick and Mary Lou Sanders and myself. Even though we were a co-ed group, we sorely missed two of our regulars, Barbara Griffith and Joanne Orr, both of whom claimed physical incapacitation as an excuse for not joining our socially stimulating group.

Dick Orr, former Grand PooBah, discussed his interest in the upcoming federal court hearing of former UAL Capt. Ray Lahr vs. the CIA and NTSB. Capt. Lahr has championed the theory of a missile in the TWA 800 crash in New York and his web site <http://raylahr.entryhost.com/home> is very interesting.

The group shall meet again on the 19th of August at *TJ's* in Wooster Ohio at 1300hrs, our usual time and place. A safe and sensible summer to you all and keep your fingers crossed.

Richard McMakin

SAN DIEGO LUNCHEON

We now meet at the *San Marcus CC*, 1/2 mile east of *Quails Inn*.

Don Trunick, Roy Holmes, Hugh Wilson, Bob Sarne and friend Roger Cyr from Douglas Aircraft were there. We meet on the 2nd Tuesday each month. Come out and renew old friendships.

Bob Bowman

SEATTLE GOONEY BIRDS JUNE LUNCHEON

The Seattle Gooney Birds met for lunch on June 17, 2004 at the *Marriott Hotel SeaTac*. The turnout was light (15 members) but cordial. The conversation turned to stories of the old days when there was a domicile in SLC and to various Chief Pilots of the time. A good time was had by all. In attendance: Wes Olney, Les Shea, Dave Carver, Dean Turner, Ralph Vritacnik, Bob Berkey, Gerry Pryde, Fred Sindlinger, Tom Smith, Neil Johnson, Ray Hanson, Tom Graham, Ray Dapp, Al Haynes, and *Bill Brett*.

SEATTLE GOONEY BIRDS JULY LUNCHEON

July 15, 2004. Thirty four members showed up for our monthly luncheon at the *SEATAC Marriott Hotel* for a hearty lunch and a round of jokes and some discussion of the latest news from *UAL*. We even had to bring in extra table and chairs. In attendance were: Howard Holder, Ken Case, Ted Wood, Bill Raimer, Chuck George, Dick Monroe, Chuck Westphall, Fred Sindlinger, Gerry Pryde, Jim Bleasdel, John Bley, Harv Beery, Dick Wiesner, Jeff Roberts, Vince Wormser, Dan Jessup, Jim Dorsey, Don Cunningham, Dean Turner, Herb Breivik, Mike Youngquist, Rich Hurst, Larry Adams, John Stewart, Bob Berkey, Ken Childry, Neil Johnson, Tom Smith, Doug Christensen, Vince Evans, Ray Hull, Bob VanDerMolen, Bill Stoneman, and *Bill Brett*.

Address changes, Snowbirds & Others:

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

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

FLYING PLANE WHILE DRUNK IS NO CRIME IN PENNSYLVANIA

By David B. Caruso, *The Associated Press*

PHILADELPHIA -- Pilots too drunk to drive legally in Pennsylvania aren't necessarily risking prosecution if they take the controls of an airplane.

The state is one of only three in the nation without a law that makes it a crime for a pilot to fly while intoxicated.

Pilots risk Federal Aviation Administration sanctions, including the loss of their license, if they drink any amount of alcohol within eight hours of a flight, but the FAA doesn't have the authority to prosecute someone in criminal court, a spokesman for the agency said.

Federal law makes it a crime for anyone to operate a commercial aircraft with a blood alcohol level of 0.10 or more, but that standard is less stringent than the 0.08 limit in most states, including Pennsylvania.

That law also doesn't affect pilots flying private planes, as prosecutors in Montgomery County found out when they tried to press charges against a pilot they said had a blood alcohol level of 0.15 when he was arrested after flying loops around Philadelphia International Airport and a nuclear power plant in Limerick.

A district justice upheld charges of risking a catastrophe and reckless endangerment, but tossed out a count of driving under the influence.

"It was a little frustrating," said Montgomery County Assistant District Attorney John Gradel.

Prosecutors tried to get creative to make a charge stick. Gradel argued that state drunken driving law applied because the runway the pilot had used to taxi the plane was a public highway, but the judge didn't buy it, noting that the airport was, in fact, private property.

The judge tossed a similar argument that the airspace over the county could be considered a "highway."

Luzerne County prosecutors encountered a similar hurdle this week when a man scheduled to be a co-pilot on a commercial charter flight to Myrtle Beach, S.C., was detained at Wilkes-Barre/Scranton International Airport after the plane's captain raised concerns he had been drinking.

Authorities declined to reveal the results of the co-pilot's blood alcohol test. Luzerne County prosecutors reviewed the case, but their initial assessment was that the matter was best handled by federal prosecutors or the FAA.

Chris Dancy, a spokesman for the Aircraft Owners and Pilots Association, said he did not see an immediate need for tougher sanctions to prevent pilots from drinking.

"Frankly, the abuse of alcohol by pilots is extremely low," he said. "The number of accidents in which alcohol is a factor -- I won't say that it doesn't happen, but it is negligible."

A search of a National Transportation Safety Board database of aviation accident reports revealed few crashes where intoxication was considered a factor.

Two people died in 2001 when a Cessna flown by a pilot who had taken barbiturates, an anti-depressant, an antihistamine sometimes prescribed as a sleep aid and quinine, crashed in Pittsfield, Warren County.

While most states have some sort of law creating criminal penalties for flying while drunk, some courts have questioned whether they are enforceable.

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

SFO NORTH BAY LUNCHEON

The July gathering at the *Sheraton in Petaluma* was well attended. Some of our "usual suspects" were missing for various reasons, and were missed! However, several new folks showed up, and were welcomed to our monthly get-together.

Several pictures of our June meeting, taken by the noted photographer, retired Captain Milt Jines, were passed around and enjoyed. Seems some nefarious soul had done a little computer editing with a few of the images. A few of the waitperson crew appeared to be attractive young ladies, who were in danger of catching their death of cold!! They had been merged into photos of a couple of the attendees! Sneaky work afoot! We are expecting a larger turn-out for future meeting!

Those around the table were, Rick "El Cruncheeto" Saber, Sam/Mickie Orchard, John Baczycki, Tom Rhyme, Gary Koverman, Tom McGee, Larry/Dee Whyman, Leon/Vicki Scarbrough, Bill/Pat Smith, Jim Jaeger, Samuel Anderson, Don Madson, Bill Greene, Dick Lammerding, Dan/Chris Bargar, Dick Hanna, and this reporter. Next meeting Aug 5th, 12:30 to ?..Petaluma Sheraton. Visitors welcome! *Bob Donegan*

WASHINGTON AREA RUPA, EDDIE O'DONNELL LUNCHEON

July 21, 2004. From far and near they came; Berwyn & West Chester Pa., Piney Point Md., Yellow Springs WV, Ormond Beach Fl. and points in between. Senior & Junior Retirees arrived early and stayed late. Moving from the reception area into the dining room we stood around the tables for a moment of silence while remembering those who have preceded us in the Flight West. In particular, we thought of those departed since last we met, Gertrude Perry (wife of Dispatcher Dick Perry), Dispatcher French Strickland, Capt. Ed Petrovich and Capt. George Liffert. We remembered the pleasure of their company and the part they played in our lives and our profession.

Our speaker was Adm. Bob Shumaker, USN Ret. who became a Vietnamese POW after his F8 was shot down in February 1965. He spent 8 years as a POW and established a reputation as a resister and leader. He originated the name "Hanoi Hilton" in a note sent to one of the other prisoners. Adm. Shumaker, in relating the conditions and events of his captivity, addressed the circumstances and attitudes that enabled him to survive and resist. The response of the group was a standing ovation.

Capt. Walt Clark introduced Ms. Sue Groff, the new Manager of Administration DCAFO. He also put in a plug for the UAL Retired Pilots Foundation and gave us a brief report on operations in Washington. We expect Capt. Clark to be our speaker with update on UAL and DCAFO on October 20th at our COED Luncheon. Herb Petitt and Gil Coshland took the reservation phone calls. Hal Cockerill once again assisted Jack with the check-in and money changing. Thank you Gentlemen.

We are heartened to hear that Hunter Perkinson has returned home from rehab and is showing improvement in mobility and communication. Bob Tinsley's wife, Jackie, is still struggling to overcome complications from her surgery but has made much progress in the past week. We wish them both a speedy recovery.

Bruce Green made a wrong move toward the Golden Vessel of Uncertain Heritage but quickly recovered and proceeded to smartly draw winning tickets for Bill Golemon and Roy Ellis, both of whom were overcome with enthusiasm for their prize. That always gives great satisfaction to our Vintage Meister Jack Evans.

There were 53 in attendance: Adm. Robert Shumaker, Jon Beckett, Bob Bell, Ray Best, Al Buff, Chet Casel, John Cerisano, Capt. Walt Clark (Chief Pilot IADFO), Hal Cockerill, Tom Coffey, Gary Cook, Gil Coshland, Gene Couvillion, Ed Crowther, Kevin Dillon, George Elliott, Roy Ellis, Jack Evans, Brad Fleming, Bob Frantz, Denis Getman, Paul Gilson, Jerry Goebel, Bill Golemon, Bruce Green, Sue Groff (Manager of Administration, IADFO), Jack Grooms, Larry Grube, Jim Hoak, Bob Jocz, Roger Lemieux,

Joe Lubozynski, Clyde Luther, Don Mainwaring, Dave Malone, Troy Mashburn, Frank McKinzie, Lew Meyer, Ed Miller, Ray Moffitt, Bill Nolan, Ralph Pasley, Herb Petitt, Larry Rooney, Joe Rozic, Bud Ruddy, Bernie Schwartzman, Jerry Shuts, Pete Snyder, Jack Sodergren, Fred Streb, Wade Weeks and E.K. Williams.

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

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at the Westwood Country Club, 800 Maple Avenue, East, Vienna, VA 22180. We invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon is COED on October 20th. Contact Gil Coshland (703) 620-3422 or Gcoshland@compuserve.com or Jerry Goebel 703-719-6353 to ensure a place at the table and a bean in the pot.

E.K. Williams, Jr.

Washington Area Representative

COUNCIL 33 RETIREMENT CELEBRATION

The Retirement Party "Generations Celebration" for 2004 has been scheduled for Saturday, September 18th, at the *Red Lion Hotel* in Denver. Sleeping rooms will once again be available for \$59 by calling the hotel directly at (303) 321-6666 before August 28th and referencing the Council 33 Retirement Celebration. RSVP forms and further information will be made available at a later date but we wanted to take the earliest possible opportunity to get the date to you so that you can mark your calendar and make your plans to attend now.

Last year, approximately 230 people took the opportunity to honor the careers of their fellow aviators, renew friendships with past retirees, and enjoy the company of the employees from the Denver Flight Operations Division. Steve Jacques, Council 33 Social Committee chairman wrote in his report to *The View From 33*, "we had quite a few past retirees (pilots and FOSRs) return for the gathering. This added the "homecoming" atmosphere to our celebration, and I truly hope that retirees will continue to return each year so we can maintain the "gauntlet" that each new retiree must pass upon receiving their service plaque. The camaraderie that we all enjoy throughout our careers as we greet each other across the system is the one thing most retirees tell me they miss upon retiring. Not the revisions, not the early wakeup calls, reserve, PCs, or reassignments, but the friendships that were forged over the years and a love of aviation are what make this a special career."

We hope to see you at this year's celebration!

The following are our "Honorees" whose careers we will be celebrating.

Please let us know by emailing alpadenver1@attglobal.net if we have overlooked someone who should be included:

Kenneth L. Adams

Richard C. Bebee

Steven R. Donovan

Gerald D. Gienger

Stephen G. Harding

Arthur H. Lindstom

Joshua S. Rabinowitz

Robert F. Ruth

Joseph J. Swenson

Richard L. Bare

Colin C. Bradley

Woody B. Eppelsheimer

Richard N. Goodwin

William G. Houston

Ernest W. Lloyd

David L. Reagan

Kenneth P. Sasine

James R. Thompson

Peter L. Baurer

Bernard W. Dahlen

Herbert G. Giefer

Stephen C. Hagberg

Gary L. Kopp

Robert J. O'Brien

Bartlett H. Rolph

Darrel W. Sauder

PENSION SECURITY UPDATE

by Doug Wilsman, 52/85 ORD, LAX, dhwilsman@aol.com

(7-25-04) Three things happened on Friday, 7-23-04. (1) UAL in a press release indicated it had notified the bankruptcy court that it will make no contributions to its four pension plans until after it exits Chapter 11 next year sometime. That evidently includes putting off the \$404 million contribution due in September to conform to the relaxed catch-up payment schedule adopted by the Congress last spring after heavy-weight lobbying by UAL, ALPA and RUPA.

(2) This prompted the MEC Chairman to report that UAL's press release included a statement that: "...it is incumbent on United to study all possible options and to determine whether United can sustain the burden (from pensions) and still attract exit financing." The Chairman stated that this study by UAL casts uncertainty into the lives of thousands of United pilots (and retirees), but he urged his audience not to make hasty decisions based on this disturbing but non-definitive information. And (3) the MEC unanimously resolved: "...that changes to the pilots' plan are absolutely unacceptable and will be opposed to the maximum extent of our abilities."

So what happens next? Who knows! We do know that no one can negotiate away our current benefits---not UAL, not ALPA, not the bankruptcy judge and not any ad-hoc committee of retirees. Only the federal agency called the PBGC (Pension Benefit Guarantee Corporation) can reduce the monthly benefits a participant earned under the plan in effect the day he/she retired. The magnitude of these reductions must conform to limitations set forth in federal law. And the PBGC can only do its thing if the plan is distress terminated and turned over to it. If UAL ever wants to distress terminate the Pilots' Defined Benefit Pension Plan and hand it over to the PBGC, it must obtain the bankruptcy judge's blessing after giving the participants 60 days written notice.

Unfortunately, the pilot's plan is grossly underfunded and the trend is for more of the same. The qualified benefits and expenses payable this year will likely be close to \$400 million. I calculate the portfolio's common stock would need to go up by 28% this year for the annual yield to reach \$400 million. As of today, the S & P 500 Stock Index is down 2.3% for the year. The PBGC reports that a year ago the assets of the pilots' plan were \$2.5 billion less than the then present value of the participants' future benefits, putting the plan's funding level at about 50% a year ago. Fortunately for retirees, if the plan were terminated, the PBGC rules require it to use all the plan's remaining assets, if necessary, to fund the post-termination benefits for life of the participants who are age 53 or older on the date of plan termination. This group is called the PC-3 group and it includes about 7,000 participants in the UAL pilots' plan. About 22% of them are actively employed today.

At US Airways the bankruptcy judge ordered the pilots' plan distress terminated on 3-31-03. The PBGC has pegged the plan's termination funding shortfall at, coincidentally, \$2.5 billion, and has calculated that the plan's assets will fund 98% of the PC-3 group's liabilities. That means that those who retired three or more years on the termination date are receiving at least 98% of their pre-termination benefits today. Those in the PC-3 group who had been retired less than three years on the termination date are taking a hit from the onerous three-year roll-back rule, losing 20% to as much as 50%.

There may not be a direct parallel between the US Airways' termination outcome and possible termination at United. I suspect that many retirees at US Airways took advantage of the 100% cash-out option and they are no longer participants or liabilities in their plan. That reduces the size of the liabilities of the PC-3 group so the remaining plan assets come closer to funding 100% of the pre-termination benefits. I'm checking on it.

In order to predict the impact of a hypothetical termination today on UAL, we need to estimate the market

value of plan's portfolio and the present value of the benefits earned by the 7,000 participants in PC-3 group to arrive at the funding percentage for the group. On 12-31-03 I estimated it to be 85%. By the time this RUPANEWS is delivered, I will have completed the study for a hypothetical termination on 7-23-04 and updated my six page report on the RUPA website: www.rupa.org. Click on "BENEFITS" and look for the "Wilsman Report" and get a vague idea of what your new benefits might be had the plan hypothetically terminated on 7-23-04. *Doug*

WHERE WD-40 CAME FROM

The product began from a search for a rust preventative solvent and de-greaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40.

The Corvair Company bought it in bulk to protect their Atlas missile parts. The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history.

It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons of the stuff manufactured each year. It gets its distinctive smell from a fragrance that is added to the brew. Ken East says there is nothing in WD-40 that would hurt you.

Some of its uses are: Protects silver from tarnishing Cleans and lubricates guitar strings Gets oil spots off concrete driveways Gives floors that 'just-waxed' sheen without making it slippery Keeps flies off cows Restores and cleans chalkboards Removes lipstick stains Loosens stubborn zippers Untangles jewelry chains Removes stains from stainless steel sinks Removes dirt and grime from the barbecue grill Keeps ceramic/terra cotta garden pots from oxidizing Removes tomato stains from clothing Keeps glass shower doors free of water spots Camouflages scratches in ceramic and marble floors Keeps scissors working smoothly Lubricates noisy door hinges on vehicles and doors in homes Gives a children's play gym slide a shine for a super fast slide Lubricates gear shift and mower deck lever for ease of handling on riding mowers Rids rocking chairs and swings of squeaky noises Lubricates tracks in sticking home windows and makes them easier to open Spraying an umbrella stem makes it easier to open and close Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers Restores and cleans roof racks on vehicles Lubricates and stops squeaks in electric fans Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling Lubricates fan belts on washers and dryers and keeps them running smoothly Keeps rust from forming on saws and saw blades, and other tools.

We're not through. Here's more; Removes splattered grease on stove Keeps bathroom mirror from fogging Lubricates prosthetic limbs Keeps pigeons off the balcony (they hate the smell) Removes all traces of duct tape. I have even heard of folks spraying it on their arms, hands, knees, etc., to relieve arthritis pain. One fellow claims spraying it on fishing lures attracts fish.

WD-40 has been designated the "official multi-purpose problem-solver of NASCAR," a ringing endorsement if there ever was one. I told my NASCAR loving sons about this and they said they couldn't imagine how WD-40 can solve the Jeff Gordon problem.

In celebration of their 50th year, the company conducted a contest to learn the favorite uses of its customers and fan club members, (Yes, there is a WD-40 Fan Club).

They compiled the information to identify the favorite use in each of the 50 states. Naturally I was curious about Georgia and Alabama and found the favorite use in both states was that it "penetrates stuck bolts, lug nuts, and hose ends." Florida's favorite use was "cleans and removes lovebugs from grills and bumpers." California's favorite use was penetrating the bolts on the Golden Gate Bridge.

Let me close with one final, wonderful use--the favorite use in the State of New York--WD-40 protects the Statue of Liberty from the elements. No wonder they have had 50 successful years.

THE WALL OF HONOR REVISITED

We are several months into our Wall of Honor campaign and it's time to review just why we are involved with this project and how you can participate. Last October, at our San Francisco Convention, the Board of Directors approved a plan to join in a partnership with the Smithsonian Intuition's National Air and Space Museum. The membership in attendance voted overwhelmingly to support this decision to create a dedicated RUPA panel for the Museum's National Aviation and Space Exploration Wall of Honor. This is a unique opportunity to have a panel that solely honors and memorializes RUPA members and United Airlines. We wanted especially to honor those crewmembers of UAL FLIGHTS #175 AND #93 who perished during the events of September 11th, and also recognize the 65 members who originally joined together to form RUPA.

The Wall of Honor is the Smithsonian's unique way to recognize donors to the new Steven F. Udvar-Hazy Center located on the southeastern portion of the Washington Dulles Airport. The minimum cost to participate is \$100 for each name placed on the wall; a full panel will hold 1,007 RUPA names. All donations are 100% tax-deductible. In addition to making a contribution in your own name, you may want to honor someone else who was influential in your career, remember, they must be or have been a RUPA member. At the present time we are slightly more than half way to our goal of 1,007 names and we are the only retired airline pilot group working with the Museum in this manner.

Along with your name being prominently displayed on the RUPA Wall of Honor panel you will receive a Certificate of Registry. The Certificate will not make any mention of the RUPA Panel so do not be alarmed. Make sure your name appears correctly on the Certificate, as that is how the name will be inscribed on the Wall of Honor. For the sake of uniformity, all names will be engraved at the same size without a prefix or suffix, e.g., no Capt, Captain, USMC (Ret.), etc. The names will be engraved on the panel in the order in which they are received. You will also have the opportunity to fill out an Honoree Profile. The Honoree Profile will go into a computer database and will be available to family members and visitors who may want to do research or look up your aviation history. There is no limit to the information you may wish to include in your profile.

We have not published a deadline for your registration forms to be in but surely the time will come when a deadline will have to be published. Hopefully the Panel will reach the full 1007 names before that time. We definitely plan to have an unveiling of our RUPA panel during our visit to the Museum, which will be held in conjunction with our Convention in the Washington DC area in October of 2005.

If you have not received a registration form from the Museum or you have misplaced it, do not despair; the Museum is planning to send out a second mailing timed to arrive shortly after you receive this issue of the *RUPANEWS*. I encourage you to take advantage of this opportunity to support the Museum and join your fellow RUPA members in support of our association and this important project. As I have said before, all contributions to the Wall of Honor are 100% tax deductible.

Rich





First Annual Council 12 Golf Outing

Tuesday September 14, 2004

Chalet Hills Golf Course – Cary, Illinois
18 Holes of Golf w/ Cart and Barbecue Dinner
United Pilots, Family and Friends Welcome

Mark your calendars! Contact ALPA Council 12 at: ual12@attglobal.net



"The Class of 2004" ALPA UAL Council 12 Retirees – Tentative List (6/2/2004)

The following is a tentative list of the Year 2004 Retirees from Council 12. If we have missed someone or if anyone listed plans to retire from another council, please contact the Council 12 office at (847) 297-2030 or via e-mail at ual12@attglobal.net.

- | | | | |
|---------------------------|---------------------------|--------------------------|---------------------------|
| Andrade, Capt. Martin G. | Connor, Capt. Robert L. | Lane, S/O Michael R. | Pearson, Capt. Douglas A. |
| Balestra, Capt. Louis J. | Coris, Capt. Edward E. | Loftus, Capt. Thomas P. | Ringwalt, Capt. David L. |
| Baugh, Capt. Howard L. | Delhotal, F/O Suzanne M. | Lund, Capt. Douglas R. | Sellars, Capt. Roy O. |
| Benton, Capt. Jeffrey C. | Dorsey, Capt. Louis W. | Maly, F/O Donna L. | Soliday, Capt. Edmond L. |
| Boeckmann, S/O Robert F. | Dvorak, Capt. Douglas C. | Miller, Capt. Jon P. | Storer, Capt. Harold S. |
| Brablec, Capt. Douglas D. | Finzer, Capt. Melvern K. | Morrison, Capt. Joel T. | Thews, Capt. Patrick A. |
| Brand, Capt. William R. | Gunkler, Capt. Walter A. | Naumann, F/O Margaret R. | Tidler, Capt. Dean A. |
| Brown, F/O Edward C. | Johnson, Capt. David W. | Nelson, Capt. Ellis S. | Trevis, Capt. Adrian C. |
| Burns, Capt. Charles M. | Kennedy, Capt. Edward F. | Nichols, Capt. Robert B. | Warfield, Capt. Luke R. |
| Burton, Capt. Thomas A. | Kenney, F/O Paul E. | Oden, Capt. Kenneth J. | Wendrock, Capt. Robert F. |
| Chapin, F/O James M. | Kotlicky, Capt. Howard J. | Parthen, Capt. Warren J. | Wilhelm, Capt. John F. |
| Ciucci, Capt. Donald H. | | | Williams, Capt. Dan E. |

2004 ALPA Council 12 Annual Membership Party – Info & RSVP Form

Friday – September 24, 2004

- TIME: 6:00/Social hour – 7:30/Dinner – Cash bar
PROGRAM: RETIREE RECOGNITION – Music
LOCATION: **The Westin O'Hare, 6100 River Road, Rosemont, IL 60018**
1-800-WESTIN-1 or (847) 698-6000
ROOM RATE: \$99.00 (plus tax) single or double
ENTRÉES: Cajun Roast Strip Loin with Creole Mustard Sauce Served with Roasted Potatoes & Grilled Vegetables – or – Adobo Pork Chop with Balsamic Demi Glaze Served with Benchmark Potatoes and Green Beans & Julienne Carrots – or – Herb Grilled Chicken Breast with Tomato Relish Served with Rice Medley & Green Beans & Julienne Carrots
MENU: Wine, Assorted Rolls & Butter, Heartland Vegetable Soup Fresh Seasonal Greens with Feta Cheese & Tomatoes Served with Champagne Vinaigrette & Ranch, and for dessert, Mango, Lemon & Raspberry Sorbet Trio Freshly Brewed Starbucks Coffee & Assorted Teas.
COST: **\$60 per person**

RSVP Deadline – Tuesday – September 10

Mail check payable to: **Council 12 Retirement Party, c/o ALPA Council 12, 2350 E. Devon Ave., #231, Des Plaines, IL 60018**

Pilot's Name: _____ Entree Choice: Beef Pork Chicken
IN WHAT YEAR WERE YOU HIRED: _____ WHAT IS/WAS YOUR RETIREMENT YEAR: _____
Address: _____ Phone #: _____ E-Mail: _____
Spouse's/Guest's First/Last name: _____ Entree Choice: Beef Pork Chicken

RESERVED SEATING – Deadline: SEPTEMBER 10

Tables of up to 10 people may be reserved. Please reserve table(s) under ONE name or identifier.

Reserve ___ table (s) under the name of: 1. _____ – Please list those with whom you would like to sit:

DINNER PROGRAM ADVERTISEMENTS: RETIRING HONOREES AND ONE OF THEIR GUESTS ATTEND FREE OF CHARGE. IN THE PAST, DONATIONS AND SEMINARS HELPED TO DEFRAY THE COST. THE DINNER PROGRAM INCLUDES "ADVERTISEMENTS" IN THE FORM OF SPECIAL MESSAGES TO THE RETIREES. PLEASE REVIEW THE LIST OF RETIREES – CLASS OF 2004 – AND CONSIDER DONATING TOWARD THE EVENING WITH A **TASTEFUL AD**. YOUR MESSAGE MAY BE HUMOROUS OR SERIOUS; MAY INCLUDE ANY PICTURE OR ARTWORK YOU PROVIDE. PLEASE INCLUDE YOUR AD WITH THE DINNER RSVP. **DEADLINE: AUGUST 20**

COVER (INSIDE COVERS & BACK) - \$250 _____ FULL PAGE - \$100 _____ HALF PAGE - \$75 _____ QUARTER PAGE - \$50 _____

J.P. MORGAN HOLDS UNITED'S LIFELINE

By Riva D. Atlas *New York Times News Service* Published July 1, 2004

The fate of United Airlines rests largely in the hands of its bankers at J.P. Morgan Chase & Co.

Now that the government has firmly rejected United's request for more than \$1 billion in loan guarantees, the airline will be asking its bankers at J.P. Morgan and Citigroup Inc. to fill the gap.

The spotlight will shine brightest on J.P. Morgan, which has a history of rescuing companies viewed by the financial markets as hopeless cases, namely Lucent Technologies Inc. and Xerox Corp. More recently, it was hired to arrange an \$8 billion loan to finance the exit from bankruptcy of Adelphia Communications Corp., whose executives are on trial for accounting fraud.

With the completion on Wednesday of J.P. Morgan's merger with Bank One Corp., even more is riding on United's survival.

Bank One issues a credit card tied to United's frequent-flier program, and the card is one of the most profitable of its kind, according to the Nilson Report, an industry newsletter. The bank has said it would suffer a big loss if United, which is a unit of the UAL Corp., went out of business and it had to substitute another rewards program for those cardholders.

After the combination, J.P. Morgan will be the largest issuer of Visa and MasterCard credit cards based on card balances, said David Robertson, Nilson's publisher. The United credit card accounted for 10 percent of the two banks' outstanding card balances at the end of last year, he said.

James Dimon, the chief executive of Bank One who becomes president of the combined bank until taking over as CEO in two years, can be expected to keep a close eye on the matter.

"Jamie is very interested in the outcome" of the United bankruptcy, said one person involved in the airline's reorganization.

Dimon has worked with the J.P. Morgan bankers before on difficult restructurings. When the bank was scrambling under a tight deadline to get a group of institutions that included Bank One to agree to reschedule Lucent's debt in 2000, it called Dimon, who quickly agreed to participate in the deal.

United's effort to win federal loan guarantees was based on a \$2 billion restructuring plan, which at one point included \$1.6 billion in government-backed loans and \$400 million in outside capital. Analysts and industry executives believe United needs at least that much and probably more because of rising jet fuel prices and stiff competition from low-fare rivals.

United, which said this week that it expected to borrow the money, may be forced to lure investors who will demand a stake in the airline. In the last major airline bankruptcy, at US Airways, Alabama's pension fund invested roughly \$500 million in return for 37 percent of the airline and control of its board.

J.P. Morgan, along with Citigroup, is in no rush to raise new money for United. A \$1.2 billion credit agreement arranged by the banks two years ago to fund United's operations during bankruptcy, known as debtor-in-possession financing, does not expire until December, an airline spokeswoman said.

The loan, which has been extended once, could be stretched out again, one banker said.

"We continue to be in close discussions with United," a spokeswoman for the bank said, adding that she could not comment further on those talks.

United Airlines Historical Foundation

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

RUPA PICNIC

August 19, 2004
12 noon to 3 p.m.

Palo Alto Elks Club (Picnic Area)
4249 El Camino Real
Palo Alto, CA

Menu: Ribs, Chicken, Sausage, Salad, etc.
Beer, wine and soft drinks.

Cost: \$25.00 per person, payable to RUPA Picnic and mailed to:
D. L. Larry Wright, 605 Joandra Court, Los Altos, CA 94024
by August 10th

Please bring your favorite appetizer to serve 8.

ABOUT THE COVER: Boeing 747-400

This month's picture is another taken by Nic Summers, a Flight Dispatcher for United at ORD. Nic has a website, www.jetphotos.com, with hundreds of pictures on it and says he has thousands more on his hard drive. The website is set up for large screen monitors and may take a little time to download. Click on the ENTER button or the top center picture to enter the gallery. If you would like a copy of any of his pictures you can contact him by calling 847-571-0542 or sending an email to nsvr6@comcast.net.

Boeing launched the 747-400 in October 1985 and the first development aircraft first flew on April 29, 1988. US certification (with PW-4000s) was awarded in January, 1989.

The 747-400 externally resembles the -300, but it is a significantly improved aircraft. Changes include a new, two crew digital flightdeck with six large CRT displays, an increased wing span with winglets (the -400 was the first airliner to introduce winglets), new engines, recontoured wing/fuselage fairing, a new interior, lower basic but increased max takeoff weights, and greater range.

This "Techno-Jumbo" was put into service by Northwest Airlines in early 1990. These 747-400s typically carry 420 passengers as far as 8,000 miles and feature 6-foot-high winglets as well as an even longer upper deck. With well over 1000 747s delivered, the fleet has carried more than 1.8 billion passengers for more than 24.7 billion miles.

Orders for the 747-400 as of August, 2002 stood at 632 of which 585 had been delivered. Total 747 sales stood at 1356.

PHILOSOPHY OF HYPOCRISY AND AMBIGUITY

1. Don't sweat the petty things and don't pet the sweaty things.
2. One tequila, two tequila, three tequila, floor.....
3. Atheism is a non-prophet organization.
4. If man evolved from monkeys and apes, why do we still have monkeys and apes?
5. The main reason Santa is so jolly is because he knows where all the bad girls live.
6. I went to a bookstore and asked the saleswoman, "Where's the self-help section?" She said if she told me, it would defeat the purpose.
7. What if there were no hypothetical questions?
8. If a deaf person swears, does his mother wash his hands with soap?
9. If someone with multiple personalities threatens to kill himself, is it considered a hostage situation?
10. Is there another word for synonym?
11. Where do forest rangers go to "get away from it all?"
12. What do you do when you see an endangered animal eating an endangered plant?
13. If a parsley farmer is sued, can they garnish his wages?
14. Would a fly without wings be called a walk?
15. Why do they lock gas station bathrooms? Are they afraid someone will clean them?
16. If a turtle doesn't have a shell, is he homeless or naked?
17. Can vegetarians eat animal crackers?
18. If the police arrest a mime, do they tell him he has the right to remain silent?
19. Why do they put Braille on the drive-through bank machines?
(Somebody please explain THIS ONE to me? I know there's a logical explanation, but it escapes me!)
20. How do they get deer to cross the road only at those yellow road signs?
21. What was the best thing before sliced bread?
22. One nice thing about egotists: they don't talk about other people.
23. Does the Little Mermaid wear an algebra?
24. Do infants enjoy infancy as much as adults enjoy adultery?
25. How is it possible to have a civil war?
26. If one synchronized swimmer drowns, do the rest drown, too?
27. If you ate both pasta and antipasto, would you still be hungry?
28. If you try to fail, and succeed, which have you done?
29. Whose cruel idea was it for the word "Lisp" to have "S" in it?
30. Why are hemorrhoids called "hemorrhoids" instead of "asteroids"?
31. Why is it called tourist season if we can't shoot at them?
32. Why is there an expiration date on sour cream?
33. If you spin an oriental man in a circle three times does he become disoriented?
34. Can an atheist get insurance against acts of God

CRUISE HOTEL AND TRANSPORTATION

So far we have four rooms booked on the 17th and eight on the 18th at the Radisson. We had blocked 10 and 30. I will cancel the block on August 14th, so people will have until then to guarantee the \$89 rate, and we will have no obligation for the remaining rooms.

There have been a few questions concerning transportation. The hotel has a complementary shuttle from the airport to the hotel. We have an agreement with a transport company to take people from the hotel to the pier for \$10 pp. payable to the driver. I will notify that company of the number of people that we have going from the hotel to the ship, and they will provide enough service to satisfy our needs.

Pickup at the ship can be arranged with the driver on the day of departure.

If there are any questions please contact me. I will be at the lounge on the 17th and 18th, hope to see you there. Regards..... *Joe Ferrie*

COME JOIN THESE RUPARIANS ON THE CRUISE

**The RUPA Cruise is only one (1) month away and it's time for you to sign on.
The following members have already booked their cabins.**

| | | |
|--------------------------------|----------------------------|-------------------------|
| Floyd & Charlene Alfson | Bill & Rosemary Authier | Roger & Sylvia Baird |
| Charles & Margaret Barnard | Marv & Jean Becker | Merv & Eleanor Billings |
| Rich & Georgia Bouska | Jim & Pam Clark | Barry & Carol Davidson |
| Pete & Sharon Delo | Roger & Deana DeLozier | Jack & Norma Draper |
| Jerry & Judith Drommerhausen | Joe & Pat Ferrie | Duncan & Elinor Fleming |
| Dave & Pat Forbes | George & Charlotte Furch | Jim & Hallie Gardner |
| Jim & Mary Ann Gerken | Ed & Barbara Griffith | Carl & Mary Jo Harder |
| Reuben & Susan Harris | Ken & Carol Hobbs | Don & Sharon Jackley |
| Ron & Marie Jersey | George & Veronica Johnson | Karl & Janet Kastle |
| Pat & Charlene Kenny | Alan Leewood & Guest | Bernard Leewood |
| David & Pauletta Leewood | Peter & Nancy Lynch | Dave & Mary Lou Mackie |
| Ed & Pat Manning | Richard & Margaret Manning | Harris & Deloris Manny |
| Norman Marchment & Guest | Rex & Linda May | Lew & Marlene Mellville |
| Monty Mendenhall & Guest | Dick & Aud Mitchell | Kent & Chris O'Brien |
| Debra Parker | Bob & Karen Phillips | Jerry & Sharon Poulin |
| Bob & John Proulx | Ned & Rae Rankin | Susie Robertson & Guest |
| Ralph & Sharon Ridge | Dick & Mary Lou Sander | Joe & Judith Schenke |
| Chris & Ellen Siebert | Bill & Janice Slocum | Lynn & Linda Smith |
| Robert L.B. & Norma Smith | Gary & Nevis Stimmell | Gene & Glenna Tritt |
| Arvid & Susan Von Nordenflycht | Don & Purdence Wilkins | Wayne & Susie Wollard |

ALASKA RUPA CRUISE HOTEL INFORMATION

**The Radisson Hotel Seattle Airport
17001 Pacific Highway South, Seattle, Washington 98188
Telephone 800-333-3333 or Local number 206-244-6000**

E-mail lreel@chipreit.com

Room rate is \$89 per night

Identify yourself as being with the Retired United Pilots' Association

2004 RUPA CRUISE TO ALASKA INFORMATION

Date of Cruise: September 19, 2004

7 day Roundtrip out of Seattle

On The

Holland America *MS Amsterdam*

Check out deck plans and staterooms on the internet

hollandamerica.com, click [five-star fleet](#), [ms Amsterdam](#), [Deck Plans - Cruises After 12/17/03](#)

All prices are per person and include \$252.00 for Port charges and taxes

Inside Cabins:

Category MM \$899. Dolphin Deck Forward and Aft
Category M \$949 Dolphin Deck Midship
Category L \$999. Main Deck Forward and Aft
Category K \$1049 Main Deck Midship Lower Promenade Aft
Category I \$1149 Navigation Deck and Verandah Deck

Outside Cabins:

Category H \$1199 Dolphin Deck Forward
Category G \$1239 Main Deck Forward and Aft
Category FF \$1259 Dolphin Deck Forward and Aft
Category F \$1279 Dolphin Deck Forward and Aft
Category E \$1299 Dolphin Deck Midship Dolphin Deck Main Deck Forward and Aft
Category D \$1349 Main Deck Midship Lower Promenade Aft
Category C \$1379 Lower Promenade Deck

Verandah Cabins:

Category BB \$1649 Verandah Deck Aft
Category B \$1699 Verandah Deck Forward and Aft
Category A \$1749 Verandah Deck Midship
Suite \$2499 Navigation Deck

All cabins are subject to availability.

Deck plans are exactly the same as the Rotterdam. Dolphin Deck is lowest deck followed by Main Deck and Lower promenade Deck.

Deposit of \$350 per person is due at time of booking and is fully refundable until 76 days prior to the cruise.

If you want verandah cabins, it is important to book early as they are the first to sell out.

The above prices include a cocktail party and a \$50 per cabin onboard ship credit.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520-2119
1-800-309-2023 33
508-829-3068

ALASKA RUPA CRUISE HOTEL INFORMATION

The Radisson Hotel Seattle Airport

17001 Pacific Highway South, Seattle, Washington 98188

Telephone 800-333-3333 or Local number 206-244-6000

E-mail lreel@chipreit.com

Room rate is \$89 per night

Identify yourself as being with the Retired United Pilots' Association

2004 RUPA CRUISE TO ALASKA BOOKING SHEET

September 19, 2004 7 Day Alaska Cruise
(MS Amsterdam) Holland America Cruise Lines

NAMES _____

ADDRESS _____

Telephone(s) _____ email address _____

Mariner Numbers (Previous Holland America Guests) _____

Dining Preference Main ___ Late ___

___ Inside Cabin Category ___ Cabin Number _____

___ Outside Cabin Category ___ Cabin Number _____

Price includes \$252.19 in port charges and taxes. Price also includes \$50 per cabin on board ship credit and a cocktail party.

Total Price per Person _____ Total Price per Cabin _____

Deposit \$350 per person _____ Due at time of reservation.

Balance _____ due on or before June 15, 2004

___ Check made out to Jerry's Travel Service

___ Credit card select one = Master Charge() Visa() Amex() Discover()

Name on Credit Card _____

Credit Card number _____ Exp. Date _____

Cancellation Penalties:

75-46 Days prior sailing \$350 per person

45-16 Days prior sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

OTHER INFORMATION _____

LETTERS

JOHN H. ANDERSON

Here is our story about how Peggy and I got our picture in TIME magazine for selling out United stock:

We had stock from the company stock plan, and in the spring of 1978 the Middle East was heating up and I felt it best to get out. Our daughter had a friend who was a stringer (someone not on the payroll, but is paid for interesting news bits) for TIME and when the market crashed in the fall of that year, she told her stringer friend about how we had sold OUR stock. I was out of town when they called to check the story, and Peggy told them something about how we, "Felt the market was getting out of hand and was due for a tumble." It was a good quote and they wanted a story about a savvy retired family that beat the crash. She didn't have the timing right, but everyone seemed happy.

Anyway, they sent out the photographer.

In the real crash we took the general hit like everyone else and missed the run up in the United stock when it went into, employee-take-over, play during that summer.

Our best to everyone, *John*

MYRWIN H. "ANDY" ANDERSON

Cleve, Another June has come and gone and I plum forgot the check. It's almost five years since I retired and it doesn't feel like more than one or two. Have been traveling a bit since last year. Helped my son move from Chapel Hill, NC to Ruston, LA to a new position at Louisiana Tech U. (Go Bulldogs)

Keeping young with my two grandsons taking them to the movies and trying to keep-up with them. fishing and such.

Thanks for the time and effort you guys put in to keep this publication going. It sure helps me keep up with the people I know. Plus I get some good info on health care from the one's that have been there.

Good Work, *Andy*

CARL CARLSEN

Hi Ted, thanks for taking on this new job. I need to apologize for being forgetful over the past few years for not keeping up to date ... so I've sent the usual pittance to Cleve.

No major changes here. The famous 'roto-rooter' last May and shoulder surgery in Nov. but I'm still here. Dr. just took me off Vioxx because of possible kidney involvement. WOW, I didn't realize what that stuff was doing for me. In only 3 weeks off the stuff, I feel as though I've aged 15 years!

Wife is doing pretty good. She has had her ups and downs over the years, but right now she is the best she has been in about 4 years.

Heading back to NY State in a couple of days to spend 5 weeks or so at the cabin in the southern end of the Catskills. NWA has initiated 3 round trips a day between DTW and SWF, so I think I'll give it a try. Youngest son had a year as Captain with NWA on the 747, but got bumped right after 9/11 and has been on the 757 since.

Pass travel sucks. I've bought more tickets in the past year than I have bought in the 38 years since I started with UAL.

Best to all, *Carl*

WILL H. COLLINS

Just a note to say it's 20 years since they made me quit. I miss the people and machines.

Sally and I are well for 80 and 72. The doctors say "I'll fix it or teach you to live with it". That's OK with us.

We not only do not have a computer, we still haven't learned to fully use the cell phone. Hope someone will type this.

The best, *Will & Sally*

ROSE M. COSGRAVE

Dear Cleve, I'm a bit late again, but I do want to thank all you wonderful people who put out this bulletin.

I know all of us are shocked and worried that the Feds refused to give UAL the loan guarantee. It will affect all of us I am sure, and anxious to know in what ways.

Keep up the good work, and I am doing pretty well for an 83 year old!

Best regards, *Rose*

GLEN A. DE VORE

Hello Sports Fans, It looks like I am late again for my PC (Public Confession).

We spend most of the time ferrying the management to therapy, doctor appointments and lab work, etc. Madeline works out in the pool several times each week. The stroke left her left side weak, so in the recovery she works out her right knee. The bone on bone routine hurts, so she needs a new knee.

Does anyone know about the wedge treatment for the knees? I told the Dr., he had to get her fixed as she has to last 30 more years! We've made it through 43 so far.

'03 was a very busy year. We sold several condos and a commercial piece. The commercial piece hit the sweet spot and went over the left field fence. We decided to sell Madeline's house in CT, as she has reduced mobility and getting around by air is trying. I spoke to the big ranger in the sky and asked for guidance in marketing it. We had a full price offer in four days without contingencies! Now comes the work, as we owned it for 31 years and I am proficient in collecting stuff. The buyer said he would sort through the treasures himself, just leave it as is, so I must get busy and finish restoring the '68 goat that got put on hold in '91 to go to LHR. Anyhow, I must downsize and sell the welders, compressor, log splitter, rototiller, etc., before September.

Our boy child, Mike, is furloughed since the first of the year. He is trying to get caught up on his projects. It is interesting that the carriers who got their front feet in the federal trough opposed the loan. The carriers from the home town lone star state would be happy to remove the meat from the UAL bones. Robin Hood is alive and well. The pachyderms from the Potomac would rather spend billions on the big sand box than risk taxpayer's money for a loan. I wish King Richard of Elk Grove would have changed the UAL name to Haliburton instead of "Faithful Goat". *Glen & Madeline*

CARL M. DELEEUEW

Crossed the 85th milestone in June. Healthy, all is fine, busy traveling and plan to keep on same track. I agree with Lee Swofford's story about the old man eating gunpowder with his cereal in previous news. Not at 93, I have my sights set on 105 if all goes well. *Carl*

LORAS DIEDRICH

I have to add something to the Stiles Whipple lore.

I learned to fly in 1938 at what is now DuPage Airport, near St. Charles, IL. Then it was a sod field with two diagonal runways mowed out of the tall grass. The airplane was an Aeronca-K with a two cylinder, single ignition, 38 HP, Aeronca engine.

That spring I had met my future wife at what is now Northern Illinois University. She was from Beloit, WI, (I lived in DeKalb, IL), and one Fall Sunday I made my first trip to her home. My idea of taking a girl out was to go to the nearest airport and watch airplanes, so we drove up toward Janesville, WI where I had heard there was an airport. Actually it was just east of where the present Janesville airport is. There was only one airplane in sight; it was the first Luscombe I had ever seen. I left Dory sitting in the car and went out to look it over. In about two minutes this tall, slim, mustached guy came ambling out and said "Do you want to go flying?" - and I said, "I don't have any money." (I was making \$80.00 a month and happy to have a job). Stiles said "Only six bucks an hour - dual or solo." I said "I only have \$1.50" (the truth). Stiles said "Hop in." In about two minutes we were taking off and we shot two landings and taxied back in. I thought the 15 minutes were over but when we got back to the hangar Stiles climbed out and said, "Why don't you take it around alone?" My total flying time was less than 20 hours; if the Luscombe had been mine, I would never have trusted it to anyone with my experience.

When I was a co-pilot in 1944, I was only fortunate enough to fly one trip with Stiles in the DC-3. All I remember about that trip was that when returning to MDW we were holding at 500 on top at Hinckley and Stiles saying he wished they would clear us down into the clouds so we could practice steep turns. He was one of the best.

Back to the present: Dory and I have been married 61 years - I am truly blessed. She isn't doing very well now, but we still have good times together.

Thank you for all the work you do. *Loras*

P.S. Hi Marty

LORAN ELDRED

Dear Cleve,

My 71st birthday came and went and guess that is good, so I must owe for postage etc. Enclosed is my check.

Kay and I still live in Sonoma, CA, along with several UAL pilots, all but one are retired now.

In May I went to the 1st North Bay RUPA luncheon and saw people I haven't seen in a long time. We have three RUPA members in my Tuesday evening Kiwanis Club; Ken Corbin, Floyd Stephenson and myself. We tip a few and pass on the latest RUPA news.

I really keep busy. Like everyone else, I don't know how I had time to do everything and also fly all those trips.

Our youngest son, Les, had a very serious bout of cancer this past year, but it looks like he is recovering nicely now.

My e-mail is lorankay@vom.com and phone # is (707) 935-1812, would like to hear from old friends. *Loran and Kay*



"My wife ran off with the guy who stole my identity."

LEE FRANCIS

Hi Cleve, Already it is two years since I flew my last trip and I am putting my check in the mail. Without days off or vacations Shirley and I are staying busy. In September we drove to Colorado Springs for a family reunion with my cousins. Then to Durango and rode the narrow gauge railroad. From there we went to Moab, Utah for some hiking, then to Las Vegas to help keep Nevada green. In February we flew to Florida for a reunion with Shirley's cousins. In May we took a fabulous tour to Machu Picchu, Peru and the Galapagos Islands in Ecuador. With various social events, plays, and excellent concerts at our local fair grounds plus trips to our place at Sea Ranch, there is not much time to work if I wanted to.

I read a lot of the rumors and speculation about United and sure hope they hang in there. I hate to see United and the other carriers who built the airline industry be pushed out by the Johnny-come-lately bottom line carriers. I enjoy reading the *RUPANEWS* and seeing the guys at BNO. Thanks to all involved. *Lee*

A. M. MAX FRIEBEL

Dear Cleve et al, This birthday note is just a bit late this year — had to attend another High School reunion when this should have been mailed.

The major part of this past year was a repeat of previous years of retirement - travel with the motorhome, and airplanes, big and small.

One of the highlights this year was a motorhome trip to Florida to visit relatives and a couple of ladies that Elizabeth had known since k'garten. These three friends stayed in touch all these years, so you can imagine excitement when they got together this past October.

We had no way of knowing that this little threesome was not to last much longer.

Elizabeth was rushed to the hospital for emergency brain surgery in mid December, and never regained consciousness, and passed away shortly after Christmas.

"I turn my face to an empty space where you used to lie,
And look for the spark that lights the night,
Through the teardrop in my eye?"

Regards to all, *Max*

UNITED SEALS \$1B IN INTERIM FINANCING

CHICAGO, Jul 22, 2004 (AP Online via COMTEX) -- United Airlines confirmed Thursday that it has secured new bankruptcy financing, giving it more time and money to complete its Chapter 11 restructuring. The new package totals \$1 billion - the \$500 million remaining from the current financing plus an additional \$500 million - United spokeswoman Jean Medina said.

The financial institutions involved in the package include United's existing bankruptcy lenders - J.P. Morgan Chase & Co., Citigroup Inc. and CIT Group Inc. - as well as General Electric Co.'s Commercial Finance.

United would have until June 30, 2005, to repay the interim financing, which is to be formally disclosed Friday in conjunction with the airline's monthly bankruptcy court hearing.

"We have commitments from the four lenders and we plan to update the bankruptcy court tomorrow (Friday) about the amendment to our debtor-in-possession financing," Medina said.

United, which filed for bankruptcy in December 2002, has been in talks with the financial community about extending its financing since failing last month in its nearly two-year effort to obtain a federal loan guarantee. That rejection scotched its bid to emerge from bankruptcy by the end of 2004.

It currently has until July 30 to exclusively file a reorganization plan, without risk of a rival plan submitted by outside investors. But U.S. Bankruptcy Judge Eugene Wedoff is expected to extend that period at the airline's request on Friday.

Still to be arranged is \$2 billion or more in exit financing, which the federal loan guarantee would have assured. The Elk Grove Village, Ill.-based carrier first intends to reduce its costs further and make other changes under Chapter 11 in order to both make itself more attractive to potential financiers and be more competitive in an industry currently driven by discount pricing.

On the Net:

By DAVE CARPENTER AP Business Writer

Dick Lammerding
Cloverdale, CA 95425

Bob, a 70 year old extremely wealthy widower, shows up at the Country Club with a breathtakingly beautiful and very sexy 25 year-old blonde who knocks everyone's socks off with her youthful sex appeal and charm, and who hangs on Bob's arm and listens intently to his every word.

His buddies at the club are all aghast. They corner him and ask, "Bob, how'd you get the trophy girlfriend?"

Bob replies, "Girlfriend? She's my wife!"

They're knocked over, but continue to ask. "So, how'd you persuade her to marry you?"

Bob says, "I lied about my age."

His friends respond, "What do you mean? Did you tell her you were only 50?"

Bob smiles and says, "No, I told her I was 90."

STEPHAN R. FUSCO

No news of great interest this year. Continue to enjoy flying my light aircraft and occasionally get the boat in the water. LeeAnn and I continue to be healthy, happy, and active. Check to Cleve. *Steve*

BOB GILLETTE

Hi, everybody, I think I missed last years letter, sorry if I had you worried. Was trying hard to get ready to fly our Maule to Alaska about that time, and had no time for writing letters.

Now here I am a year later. I just got the airplane ready to go to Alaska an hour ago! A whole year later! (We are leaving in the morning, I hope.) Everything has gone wrong, starting with steel shavings in the oil filter, during the pre-departure oil change last year, and ending with a "alternator off" light that wouldn't go off last Friday. Maintaining your own airplane builds a lot more character than flying United's airplanes, and just writing things up in the logbook, and letting someone else figure out how to fix them.

Judy and I are both doing fine after four wonderful, busy years of retirement. We live in a log cabin, in the woods in northwest Wisconsin. We have 120 acres, on a lake with no other private land around it. We also have a 2300 foot grass strip, and the Maule and a 1940 Luscombe, in an old rustic hangar. The biggest problem is sometimes I have to work on upkeep when I would rather go flying around to visit some friends at other little strips in the area. I even have wheel/skis to keep me busy in the winter! Life is good!

I do envy the guys with the Beech Staggerwings, I think I ought to have one of those, but just think of the maintenance! I don't have enough time to go fishing as it is.

I hated to read of the untimely passing of Jim Rollins. Jim and I lived across the hall from each other at the "Dallas Arms" (my girlfriend called it the Dallas Armpits") while we were in new hire class. Jim was one of the nicest people I ever met. Did any of you ever see him when he wasn't smiling? Because we had nearly the same seniority, we almost didn't get a chance to fly together, but finally did when he came back as a DC-10 S/O.

Well, everybody, I've got to get up in the morning and fly. (Didn't I used to get paid for that, and complained about it? Now I pay to do it, and don't complain? Wow I MUST be mellowing out! It is better than the hassle with security at the "important" airports though.)

Thanks to you in the SFO area who do all the great work to make this organization so nice to be a part of. Cleve "the check is in the mail".

'Till next year, *Bob and Judy Gillette*

JIM AND KAREN GROSSWILER

A little over a year retired, and I'm finally good at something. I get up at 7:30 with nothing to do, and by five, I'm halfway through the day!

We are headquartered here in Mission Viejo, but spend the summer at our little cabin at Swan Lake, Montana. This means we are on the road back and forth quite a bit, plus trips to Colorado Springs to see the Grandkids. No use trying to get on an airplane.

My retirement project was to build a new dock out of IPE (this is a South American ironwood) We will see how it works!

Til next year, *Jim & Karen*

BIZARRO *Piraro*



GENE E. HARTRICH

My Computer word processor is inop account "Broke", so I am using my E mail feature to snail mail my annual stamp money which is only two months late. We are back in the SFO area until December. Glad we did a lot of traveling when we were younger, now we have as much pleasure financing trips for the "Kids" and grand children.

Enjoyed the 4th this year by having our own little Hermit party at home without the bother of highway traffic. Couple glasses of chilled *Two Buck Chuck* chardonnay, wild fresh ocean salmon and turn the stereo up to enjoy the solitude of our condo complex with almost everyone someplace else.

Thank you for all the volunteer good work in putting together the *RUPANEWS*. *Gene*

LISLE O. HICKS

Dear Ted: Greetings to all. This past year was "medical year" at the Hicks's home. My wife, Donna, had surgery on three of the disks in her neck. It went so well that I decided to try an operation on my back. I had been concerned about getting an operation my lower back but it was getting worse so I decided that this was the time. Everything went well. I have to wear a plastic cast for a few months, but it is worth it.

We are still homeschooling our 11 year old daughter and a 6 year grandson that we have custody of. Let me tell you, that keeps you going.

We are planning a trip to Boise, Idaho this month for a family reunion. My mother is 99 years old and is doing very well. Her memory is better than mine.

Keep up the good work. Sincerely, *Lisle*

LESLIE K. HOLST

Dear Friends, Been awhile since I have checked in, so here goes. Hit the big 70 last year, didn't go well with me. I think I watched too many Highlander films in my mid 60s. Felt that there was really a chance to be the Immortal one. But now, wandering around in the middle of the night looking for the bathroom, and saying "HUH" a lot finally convinced me that I wasn't the chosen one.

The good news is that I got married. After being single for 41 years I was blessed with a wonderful Irish lass named Ellen. Didn't know I was capable of experiencing the joy that has come into my life. Still have a home in Aspen, and just finished a small place in Florida, and a small farm house in Europe. Keeps us busy, but an enjoyable busy.

We are part of a small foundation, and work with an orphanage in Haiti. Our foundation helps the youngsters make a transition to the real world with computers, bikes, sewing machines, anything that will enable them to make a living. Feels good to give back what we can.

I miss many of you, there were some good times. Happiness to all of you. Whoops, forgot to say anything about the state United is in. To me it looks like management has missed the boat in all areas. Probably Harvard business school graduates. Do nothing original, antagonize everyone, you know the routine. Let's look at options. First, make Domestic United the best LCC around, accept the fact that the big business spenders aren't coming back. Mgt. shut down all the ticket offices, why not open ticket kiosks at all the major WalMart stores, staff with retirees or furloughed personal. Then Mgt. will have to realize that the secret is the people who fly on airplanes. How hard is that? Give descent meals, bring wings back, and let the public know we are out there. Not with new paint, who cares, not with Ted, who cares. Give hundreds of high school scholarships around the country; base them only on an essay. Get communities involved. Get our name back out there in Middle America. Times have changed, and you have to change with them. I am just venting! It is too frustrating to watch the stupidity of upper management. There is now probably the only window that will ever be available where the employees will have any leverage. We should all use it. It is easy to see the inevitable, give it to them now. I would trade it for removal of the golden parachutes, or better yet for some creative Mgt. What do I know? What is evident, is that one more big bomb somewhere, and we will go down the tubes unless we have created some new market share and passenger loyalty. Take care.

Leslie

WHAT TO DO WITH HOTEL SOAP

The following letters are taken from an actual incident between a London hotel and one of its guests. The Hotel ended up submitting the letters to the *London Sunday Times*'

Dear Maid,
Please do not leave any more of those little bars of soap in my bathroom since I have brought my own bath-sized Dial. Please remove the six unopened little bars from the shelf under the medicine chest and another three in the shower soap dish. They are in my way.
Thank you, S. Berman

Dear Room 635,
I am not your regular maid. She will be back tomorrow, Thursday, from her day off. I took the 3 hotel soaps out of the shower soap dish as you requested. The 6 bars on your shelf I took out of your way and put on top of your Kleenex dispenser in case you should change your mind. This leaves only the 3 bars I left today which my instructions from the management is to leave 3 soaps daily. I hope this is satisfactory.
Kathy, Relief Maid

Dear Maid—I hope you are my regular maid. Apparently Kathy did not tell you about my note to her concerning the little bars of soap. When I got back to my room this evening I found you had added 3 little Camays to the shelf under my medicine cabinet. I am going to be here in the hotel for two weeks and have brought my own bath-size Dial so I won't need those 6 little Camays which are on the shelf. They are in my way when shaving, brushing teeth, etc. Please remove them.
S. Berman

Dear Mr. Berman,
My day off was last Wed. so the relief maid left 3 hotel soaps which we are instructed by the management. I took the 6 soaps which were in your way on the shelf and put them in the soap dish where your Dial was. I put the Dial in the medicine

cabinet for your convenience. I didn't remove the 3 complimentary soaps which are always placed inside the medicine cabinet for all new check-ins and which you did not object to when you checked in last Monday. Please let me know if I can be of further assistance.

Your regular maid, Dotty

Dear Mr. Berman,
The assistant manager, Mr. Kensedder informed me that you called him last evening and said you were unhappy with your maid service. I have assigned a new girl to your room. I hope you will accept my apologies for any past inconvenience. If you have any future complaints please contact me so I can give it my personal attention. Call extension 1108 between 8 AM and 5 PM. Thank you.
Elaine Carmen, Housekeeper

Dear Miss Carmen,
It is impossible to contact you by phone since I leave the hotel for business at 7:45 AM and don't get back before 5:30 or 6 PM. That's the reason I called Mr. Kensedder last night. You were already off duty. I only asked Mr. Kensedder if he could do anything about those little bars of soap. The new maid you assigned me must have thought I was a new check-in today, since she left another 3 bars of hotel soap in my medicine cabinet along with her regular delivery of 3 bars on the bathroom shelf. In just 5 days here I have accumulated 24 little bars of soap. Why are you doing this to me?
S. Berman

Dear Mr. Bennan,
Your maid, Kathy, has been instructed to stop delivering soap to your room and remove the extra soaps. If I can be of further assistance, please call extension 1108 between 8 AM and 5 PM.
Thank you,
Elaine Carmen, Housekeeper

Dear Mr. Kensedder,
My bath-size Dial is missing. Every bar of soap was taken from my room including my own bath-size Dial. I came in late last night and had to call the bellhop to bring me 4 little Cashmere Bouquets.

S. Berman

Dear Mr. Berman,
I have informed our housekeeper, Elaine Carmen, of your soap problem. I cannot understand why there was no soap in your room since our maids are instructed to leave 3 bars of soap each time they service a room. The situation will be rectified immediately. Please accept my apologies for the inconvenience.

Martin L. Kensedder
Assistant Manager

Dear Mrs. Carmen,
Who the hell left 54 little bars of Camay in my room? I came in last night and found 54 little bars of soap. I don't want 54 little bars of Camay. I want my one damn bar of bath-size Dial. Do you realize I have 54 bars of soap in here. All I want is my bath size Dial. Please give me back my bath-size Dial.

S. Berman

Dear Mr. Berman,
You complained of too much soap in your room so I had them removed. Then you complained to Mr. Kensedder that all your soap was missing so I personally returned them. The 24 Camays which had been taken and the 3 Camays you are supposed to receive daily. I don't know anything about the 4 Cashmere Bouquets. Obviously your maid, Kathy, did not know I had returned your soaps so she also brought 24 Camays plus the 3 daily Camays. I don't know where you got the idea this hotel issues bath-size Dial. I was able to locate some bath-size Ivory which I left in your room.

Elaine Carmen, Housekeeper

Dear Mrs. Carmen
Just a short note to bring you up-to-date on my latest soap inventory. As of today I possess: On the

shelf under medicine cabinet—18 Camay in 4 stacks of 4 and 1 stack of 2. On the Kleenex dispenser — 11 Camay in 2 stacks of 4 and 1 stack of 3. On the bedroom dresser—1 stack of 3 Cashmere Bouquet, 1 stack of 4 hotel-size Ivory, and 8 Camay in 2 stacks of 4. Inside the medicine cabinet—14 Camay in 3 stacks of 4 and 1 stack of 2. In the shower soap dish—6 Camay, very moist. On the northeast corner of tub—1 Cashmere Bouquet, slightly used. On the northwest corner of tub—6 Camays in 2 stacks of 3.

Please ask Kathy when she services my room to make sure the stacks are neatly piled and dusted. Also, please advise her that stacks of more than 4 have a tendency to tip. May I suggest that my bedroom window sill is not in use and will make an excellent spot for future soap deliveries. One more item, I have purchased another bar of bath-sized Dial which I am keeping in the hotel vault in order to avoid further misunderstandings.

S. Berman



WAYNE A. JACKSON

Happy Independence Day to us all! Being my birthday month, here is my contribution, Cleve, to all you hard working volunteers who get the *RUPANEWS* out. It is one publication I read cover to cover. Here's hoping we all see a successful exit from this bankruptcy for our UAL brothers and sisters. I was always in the right place at the right time and age sixty was the right time for me to pass on my silver wings.

My wife of forty years, Carolyn, continues to teach English as a Second Language at Cape Fear CC, and I'm active in volunteer activities, finishing my three year vestry tour and taking on an officer position with our local Civitan Club. Our children, David and Elizabeth, both live in Raleigh, and are happily married. David & Co. has made us grandparents with the arrival of Henry on 11/17/03 and we feel young again.

Travel is still a big adventure for us. We were in England in May and had the greatest flights over and return IAD-LHR. In September we are joining seven "friendly" couples in a Tuscan villa for some Italian cooking, vino, and serious R&R. Will visit Venice, Florence, and the Tuscan hill towns.

I see fellow retiree, Walter Bullard, often and will miss his wedding this August to another wonderful lady named Carolyn. Walt and I both belong to the local ANA 'Seahawk' squadron. All in all, life is good in the Port City and if you are cruising along the ICW, please give us a call and stop by at our dock for a cool one. Muddy Waters is another UAL retiree nearby and I close by wishing you all the best. *Wayne*

JOHN R. LINDERMA

Dear Cleve, Thank you and all the RUPANEWS staff for all of the fine and dedicated service that you perform for all of us. I look forward to receiving the news each month – it is a wonderful way to keep in touch and stay informed.

I am embarrassed to admit that my check has not arrived on schedule this year. Must be the weather that caused the delay! Next year it will depart the blocks on time! Here is a little extra for the United Airlines Retired Pilots' Foundation.

Hope all is well. Best regards, *John*

DAVID A LINSLEY

david767@aol.com

July 20 will be my 67th birthday, Ted, so the check is in the mail. Spent most of '03 living in beautiful Noosa Heads, Queensland, Australia, looking after my sister while she recovered from double radical breast surgery to eliminate threat of cancer. So far, so good.

Taking job with AAA (I hope) as a writer to replace the UAL pension I fear I may lose this year. Loving the mountains of western North Carolina here in the Asheville area! Life is good, especially as I consider the alternative.

The late Jim Rollins was a new-hire pal who showed his quick wit on our first morning at UAL back in '67. After eating in the employee cafeteria in the terminal before returning to the DC-6 classroom in old Hangar #5, we rose empty-handed and started for the exit, only to stop dead in our tracks as an instructor yelled aloud, "Where do you guys think you're going?!"

Sheepishly we picked up our used food trays and proceeded to the belt leading into the kitchen. Jim leaned over and whispered to me, "Geez, Dave, we're only here one-half day and already we've flunked lunch!" Not bad for a guy who climbed out of his A-4 cockpit less than 36 hours earlier aboard his aircraft-carrier in the Tonkin Gulf!

Fly high and fast everyone! *Dave*

DAVE MACKIE

Dear Ted, Many thanks for accepting the demanding job of editor following the loss of Jock. It will be eight years this summer since my final block-in at SFO. In retrospect it seems like a whole different world existed then (I think it did). Mary Lou and I are doing quite well and enjoying the many advantages that the Monterey area provides. Last year I went on a three-week historical and archaeological tour of western Turkey, from Istanbul to Antalya along the beautiful "Turquoise Coast" with a group from Monterey Peninsula College. Turkey is a fascinating country, whose people I found to be very welcoming and friendly. This was right after the invasion of Iraq, but there was absolutely no evidence of the war being waged next door, except that some of the hotels were a little light on occupancy.

Last month we flew back to Western New York for a family reunion. Both sons and their families made the trip also, and I was able to take them all to the inaugural ceremonies at Chautauqua Institution. This unusual place on beautiful Chautauqua Lake near my hometown is quite unique. It is a "distinctly American institution where some of the leading thinkers of the world come to share the concerns and issues of the real world." It is also where some of the world's finest musicians and entertainers perform in the famous amphitheatre. I will quote one historian writing about Chautauqua, "There is no place like it...no resort...no spa...not anywhere in the country, or anywhere in the world. It is at once a summer encampment and a small town, a college campus, an arts colony, a music festival, a religious retreat and a village square. And there's no place...no place...with anything like its history". As one person said, "It is difficult to describe, it can only be experienced."

Next week we are going back to my home town again for my 50th high school reunion (how in the heck can 50 years go by so fast?). Next month we return to Maui for 17 days where our oldest and his family will join us for two weeks with the grand-kids. Then in September we look forward to the RUPA cruise to Alaska.

Best regards to you and everyone who keeps this whole thing going! *Dave Mackie*

SHERM MANCHESTER

Hi Ted, The check is enroute to Cleve by snail mail. All is relatively well at our house(s). We are still spending the rainy season in Palm Desert. Wearing shorts all year does have some advantages, but Carol says my wardrobe is pretty dull. We do get over the hill from there to San Diego, to see my Mom and our son.

A new arrival at our house on January first was an 11 week old puppy. Rocky is a Havanese, with black and white markings, from "R" Gang Havanese in Mesa, AZ. Sheesh, I'd forgotten what it was like having a kid, er puppy! Mike the cat had the upper hand for the first month, but now he's getting back what he handed out to Brandy, our poodle, when he came along. He really missed her when she "flew west", so Rocky has made his life more "interesting".

I'm not playing to my handicap, so come by and take some easy money. *Sherm*

GEORGE D. MCCULLOUGH

Dear Ted, Welcome to the new job and thanks for volunteering. We all appreciate the fine work you guys in the Bay Area do for RUPA.

I celebrated my 71st on June 17th, and today being the last day of June--- that should still be considered on time for a retired pilot, right?

A quiet year here in the sunny Northwest. One motor home trip through the western states. Visited Vince Young at his fishing palace in Delores Colorado, then to my wife's relatives in Denver and Wyoming.

Keep the presses running and good luck to all.

George

KATARINA "Katja" MITCHELL

Dear Cleve, First of all I want to thank you for sending the information about National Air and Space Museum Wall of Honor in Washington.

Doug's 78th birthday will be this month. He and I had planned to organize his 60th high school class reunion. I have been doing it with help from some of his classmates. The event will take place in Rawlins later this month.

I have learned to do a lot of things that I never had to do before, but I still could not get the lawn mower started, so I purchased a pusher, nothing to be pulled to get it going.

Our children, Montana, Texas, Colorado, stop by as often as possible, and I was able to visit family and friends in Germany, Sweden, New Jersey, California, etc. thanks to United.

The other day I received a letter from James L. Whitmer, one of Doug's former co-pilots, and he was telling me how lucky he felt to have known him. It brought tears to my eyes.

Thanks so much to everyone involved in putting the RUPANEWS together. *Katja*

MARTY MOREHEAD

I was hoping you would print my letter but it did not appear in the July issue. Perhaps I failed to print your E-mail address completely. I just wanted to tell you that I won't be going on your cruise because it begins the same date, Sept. 19, as the Capi-

tal Airlines Association Annual Picnic, which they tell us, is the FINAL one, regretfully. It is held in Alexandria, VA, former headquarters of Capital. My late husband, B Moose Morehead, was a Capital pilot from 6-14-45 till the merger with United, and retired January, 1984, as #1 on the United seniority list. I was a Capital Hostess, and the mother of three children including Jim, now also a UAL retired pilot. Press on, as Moose used to say!

Marty Morehead

PAT MURPHY

It's been a quiet year in Paradise, my thirteenth since retiring. Still flying the 170 with the Lunch Bunch, a group of six to ten of us, depending on the day, intent on spreading our money and charm through out Colorado. Kansas, Nebraska and Wyoming via light aeroplanes. Dee and I flew to Gardiner, Mont. in March to join a group of wolf trackers in the Lamarr valley of the Yellowstone Park. We had been with Dr. Jim Halfpenny on three different bear trips. Polar, Glacier and Kermode—so when we learned that he was offering the wolf program, we signed up. As an old cowboy from South Dakota, I'm not sure I agree with everything they are doing, wolf-wise, up there—but I gotta tell ya, when you're huddled in a valley at four-thirty in the morning with a pack of wolves and they start their "lets-get-together-and kill-something" wail, it stirs something basic way down in your soul. Check to Cleve, and a big "thank you" for RUPA efforts.

Murph

DICK MURRAY

As another birth year rolls around, all is well in Larkspur, CO.

Had a couple of fun trips in the Cherokee this year and if anyone is interested they can email or call me for particulars.

One in Feb. was to the Bahamas where we stayed at a small yacht club on Staniel Caye. Seventeen legs round trip from Colorado. The yacht club is within walking distance of the airport and gives a 10% discount to pilots. Very low key!

The other was a fishing trip to Canada in July. We flew into the grass strip at Dore Lake, Saskatche-

wan which was within walking distance of the lake and fishing camp. Rustic cabins and lodge, but great pike and walleye fishing. Only three legs from Colorado Springs. *Dick*

EDGAR R. MUSSER

Dear Cleve, No computer yet. I will try to keep this short and send it with my postage. Please renew me for three years and use the rest for the Folders' and Stuffers' coffee and donut fund. I guess they still meet; I don't remember them being mentioned lately. *They're there doing their thing every month on the Mailing date (back page)—Ed.*

I have had a rough couple of years, but at my last check-up (Mayo Clinic, Scottsdale) they said I am now cancer-free.

This is a couple of months late, sorry. I hope to get back to doing things on time. Thanks to all of you who volunteer to keep us informed; you do a great job. *Ed*

FRED (NICK) NICHOLS, JR

Sorry I'm a little late with the postage dues. No I'm not busy moving.

Dorothy and I are in good health and have two new granddaughters since last year.

Many thanks to all responsible for the RUPANEWS, and we enjoy it very much. *Fred*



Q&A RE: TRAVEL LISTING & BOOKING CHANGES

Below are some popular questions and answers regarding the procedural change to listing and booking travel. Please see the NewsReal dated 6/29/04 for more information.

How should employees list themselves for positive-space and space-available business travel?

Beginning July 1, United, United Express and Mileage Plus, Inc. (MPI) employees, as well as retirees, must use automated systems, rather than calling Reservations, to book company business travel or list for pleasure travel for themselves, their travel eligible dependents and their companions' travel inside the United States.

The approved methods of listing for employees and retirees include Apollo, WebList and the Voice Recognition Unit (VRU) at 1-800-UAL-LIST (1-800-825-5478).

How should Mileage Plus, Inc. (MPI) employees and United Express employees list themselves?

MPI, Inc., and United Express employees should use the automated listing systems they can access. If WebList and Apollo are unavailable, MPI employees and their travel eligibles can call 1-800-UAL-LIST (1-800-825-5478) to make their travel plans.

How should employees outside the United States list themselves?

Those who live, work or are traveling outside the United States are encouraged to use Apollo or WebList; however, if neither of these two systems is available, they may call the local Reservations offices outside the United States. When in Europe, employees are expected to use the local Reservations number, where a prompt will offer them an option for employee travel.

What if I have problems with 1-800-UAL-LIST?

If the VRU application fails after the third attempt to clarify, the caller will automatically be transferred to a reservations sales and service representative (RSSR).

Why is United making the change?

To ensure RSSRs are available to serve our revenue customers promptly, especially in light of the current high call volumes, United is implementing this procedure change for those who need to list for pleasure travel or book business travel on United, United Express and Ted.

Is the number of employee calls really that large?

Each week, North America Reservations receives approximately 40,000 calls from employees, retirees and their travel eligibles from United, United Express carriers and Mileage Plus, Inc.

Every one of those calls takes an agent's time away from the next customer call in the queue. By listing through the automated systems United has in place, every employee who travels can contribute directly to the goal of increasing our definite intent to repurchase (DIR) numbers. Market research shows that calls to Reservations are the third-highest service driver of DIR.

Where can I go for additional information about travel policies and procedures?

For more information about the change to procedures and other travel-related information, please visit SkyNet's Travel section, which includes links from the Travel home page to Travel Benefits News. The Travel Regulations Series 10 will soon be updated with this process change.

What should I do if I've forgotten my PIN for the VRU?

You can call the United Airlines Employee PIN Reset Service at 1-877-202-0263.

How do I use Apollo to list?

Instructions for listing yourself, your eligibles and your companions for pleasure travel are located in the Travel section of SkyNet. From SkyNet's home page, click on the "Travel" button, then "Apollo Listing Procedures" under "Travel Tools."

Why do I need to list?

A listing is required in order to use EasyCheck-in at the airport. In addition, listing is essential for aircraft weight and balance purposes and for planning meal service. Employees are reminded that meal services, especially international first-class meal services, are very expensive. If the employee or eligible traveler is listed and will not be able to make the flight, the listing must be cancelled.

Does the new listing policy apply to positive-space and space-available travel?

Yes. The policy applies to booking company business travel and listing for space-available pleasure travel.

Does the policy apply to my companions when they travel?

Yes. Employees are responsible for listing their companions for travel. Once companions are listed, they can call the VRU to make changes to their travel plans. Employees need to provide their companions with their file numbers and PIN.

SUNLIGHT ACTUALLY PREVENTS CANCER

Insufficient exposure to ultraviolet radiation may be an important risk factor for cancer in Western Europe and North America, according to a new study published in the prominent Cancer journal that directly contradicts official advice about sunlight.

The research examined cancer mortality in the United States. Deaths from a range of cancers of the reproductive and digestive systems were approximately twice as high in New England as in the southwest, despite a diet that varies little between regions.

An examination of 506 regions found a **close inverse correlation between cancer mortality and levels of ultraviolet B light**. The likeliest mechanism for a protective effect of sunlight is vitamin D, which is synthesized by the body in the presence of ultraviolet B.

The study's author, Dr William Grant (wbgrant@infi.net), says northern parts of the United States may be dark enough in winter that vitamin D synthesis shuts down completely.

While the study focused on white Americans, the same geographical trend affects black Americans, whose overall cancer rates are significantly higher. Darker skinned people require more sunlight to synthesize vitamin D.

There are 13 malignancies that show this inverse correlation, mostly reproductive and digestive cancers.

The strongest inverse correlation is with breast, colon, and ovarian cancer.

Other cancers apparently affected by sunlight include tumors of the bladder, uterus, esophagus, rectum, and stomach.

Cancer March 2002; 94:1867-75

How to renew your subscription to the RUPANEWS

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

MERLE POOL

These birthdays are coming around too fast. Haven't done any traveling or anything else exciting this past year, except a fall that broke my right leg (femur). After that, a lump was found on my neck that turned out to be malignant, so now being treated for cancer. Believe me; if the treatment doesn't kill me, I'm sure I'll survive the cancer.

Dues for news enclosed. Till next year. *Merle*

J. R. "BOB" PROULX

Cleve, Enclosed is my postage check, late as usual! I am still using my daughters address (above) as my legal place of residence; however I, along with my son John, have become "full-time RVers".

I am very fortunate to be among those who have not "flown west". On January 6, 2003 at approx. 0230 I was taken to the hospital with flu like symptoms. I remember arriving and the first day. I spent the next 8 days on the ventilator. When I came out of the coma I thought "I've been shot!", of course I was wrong. I had extensive muscle loss, and had to relearn how to do everything that one does with one's arms and legs. I was discharged April 9, 2003, the day before my 71st birthday, (an incarceration of 93 days). The silver lining that came out of this ordeal is that I rediscovered my religion and relearned the value of prayer.

On a more pleasant note my son and I will be at "AirVenture 2004" (Oshkosh). If anyone reading this is planning to attend AirVenture please stop by the airline tent and sign up. I'll be looking forward to seeing you. After the show/convention my son and I will proceed to Colorado to visit some old neighbors.

We plan to be in Seattle several days before the RUPA cruise. I have to find a place to park the RV for the week of the cruise; I suspect it would be rather awkward to take it aboard with me! My son will be my guest on the cruise. *Bob*

BILL RICHARDS

Hi Ted: I'd like to add my thanks to you for assuming the arduous task of editor. We all realize how essential the RUPANEWS is to the very existence of RUPA.

I celebrated my 75th last month and Mary and I are celebrating our 50th anniversary this week. Time does fly and I guess we're lucky to be here to watch it rush by.

I read Jerry Goebel's letter and suddenly realized that, I too, had forgotten about my dues (snail mail to Cleve) and birthday letter. Late as usual. Ah me. Regards *Bill*

RALPH & SHARON RIDGE

Just signed-up for Social Security, how time flies! Turned my hobby into a business and have been busy restoring Corvettes. Finished a '59 and a '60 this past year. Even did a '55 Thunderbird (I tell all my Corvette buddies I went over to the "dark side"). When I'm not working on them, I'm driving them. My wife and I participated in the 50th Corvette Anniversary road tour to Nashville last summer and put 4,300 miles on our '61. We even got to see the 100th Anniversary of Flight Airshow at Dayton on that trip.

Planning more Corvette trips this summer, and looking forward to the cruise in September. *Ralph & Sharon Ridge*

PS: Checks in the mail to Cleve.

JOHN X STEFANKI

Tempus Fugit!! Another milestone.

With all the discussion about UAL bankruptcy, thought the enclosed article explains what is happening with UAL's request for some financial help from the Bush administration.

Enjoy. Happy landings. Fraternally, *Johnny*



OLIVIA TANNER (MRS. JOHN TANNER)

I don't know if I am to send my dues, \$25.00, to you—but I am sure you will "route" them to the right person.

John's birthday will be Aug. 25; he would have been 85 and we would be celebrating our 59th wedding anniversary in Bangkok, Thailand. Instead, I am taking our two daughters to Bangkok where we will once again float a memorial wreath out to sea in his memory. We had many wonderful visits to Thailand and celebrated many special events at the Oriental Hotel. It became our "home away from home".

The girls and I will attend cooking school again for a week and then fly to Chiang Mai where we will ride, via elephants, 2 miles to a camp where they are caring for baby elephants whose mothers have been killed for their ivory.

So, till next year—I hope all goes well with United and the many retired pilots.

I am sorry that this is handwritten, but please accept it. *No problem—Ed.*

Very truly, *Olivia Tanner* (Capt. John Tanner's spouse)

B. KIRKE WATKINS

Last month I joined the elite group, the octogenarians. Several days later, I flew my airplane for the first time. I've been building on that sucker for fourteen and a half years. I found that all the pundits are right ---- now the work begins. For those who don't know, this is a four place 300 hp fiberglass fixed gear machine called EXPRESS. Its flight characteristics seem to be acceptable but minor problems keep popping up. I had little instrument and electrical glitches but the oil temperature ran cool. Then I decided to test the oil temperature gauge. It wouldn't go above 130 in boiling water. I installed a new gauge and it overheated on the first flight. Now its either move the oil cooler or put the old gauge back in. I'm in the process of moving the cooler. This new location requires putting a "bubble" in the cowling. Now it's going to look like it has mumps on the left side. Oh well. The joys of homebuilding are many. If I get these little problems straightened out and build my 40 hours, I may install an auto pilot and take a trip or two. Stay tuned. *Kirke*

P.S. My phone number as shown in the directory is not correct. The correct number is 772-388-1710.

LARRY A. WATKINS

Hi Cleve, During most of our ALPA negotiations the catch phrase was "We are cautiously optimistic". Now sitting on the side lines to watch the outcome of the United bankruptcy we need a new phrase.....HELP! Some good news keeps drifting by however.

Our hiking season is in full swing now with several 12 and 15 mile hikes. Our group spent 5 days in May hiking the Big Sur area. The Baron is still purring along. With our Graphic Engine Monitor, I'm able to use the 20 degrees lean of peak method with good results. Cooler cylinder head temps and lower fuel burn. This helps with the price of 100LL \$3.10/gal. Remember we used the lean of peak method on the DC6 & 7s for better fuel economy and longer engine life.

Lil and I had a couple of good trips on TED and the fabulous 777 First Class. I think TED may be the salvation of United.

Check sent, Best to ALL! *Larry*

E.K. WILLIAMS, JR.

'66-'97 ("a moving target...")

Welcome aboard Ted. We do miss Jock, even as 'the show must go on'. Thanks for stepping up to the plate. The year has passed quickly as the result of good times with family and friends. It seems that most of those good times involved a table. RUPA breakfast, RUPA lunch, Family dinner or Social Security Poker Society! It was gratifying to see RUPA sponsor a panel on the Wall of Honor at the Air & Space Museum's huge new facility at Dulles International Airport. It is exciting to make a contribution to the continued construction, get a tax deduction and at the same time have my name on the RUPA Panel along with all you ladies and gentlemen who have contributed so much to the industry and to the profession. To my knowledge, RUPA is the only airline-related organization to be represented on the walkway to the museum entrance. Thanks to our leadership for their work on this project. Thanks to each of you who have contributed to what will become, over time, a memorial to you individually, to RUPA and to United Airlines.

E.K.

IN MEMORIAM

FRANK MURPHEY

One of our very best just flew toward the sunset.
They don't come any better than Frank Murphey.

Anyone who's ever packed horses, flown airplanes, set around campfires, fished, worked with him in FEIA days, been involved in the F/E fly past 60 lawsuit, or any other activity can testify to the great pleasure of his company. Frank and I were involved in several of these.

I remember here in Denver we'd coax a Luscombe up to 12K' then do aerobatics on the way down till we ran short of altitude.

With Murph and some others we bought a used up WWII army Jeep and left it at the Walden airport. We could fly over in 45 minutes, fish in some of the North Park Lakes; then fly home the same day. The front seal on the Jeep engine leaked so badly we'd have to take a gallon of cheap oil over about every trip.

Frank passed the written for the FAA commercial and flight instructor at the same time. He noted that the maneuvers for both were the same. He talked the examiner into letting him take both flight tests at the same time from the right seat. He passed them both of course - no sweat.

My (then) 15 year old son, Bill, and I drove one of his cars to CA when they moved out in 66 (I think) Others know more about their time in Torrance and Modesto than I do.

Frank and Betty have two daughters, Jan and Terry. I think Betty said they now have 12 great grandchildren.

I did 35+ years with United and know (and knew) many very fine aviators but Murph would be one I'd put at the top of the deck.

Someone wrote a retirement poem for Murph and these are the last 3 verses:

I expect if his days ever run out,
And on this grim subject there's considerable doubt.
Saint Peter will say, "we've been looking for you,
Just come right in we've got a problem or two.

"Now look all about you - don't things look so nice?
Every thing in its place - so neat and precise.
See that pretty golf course with nobody to play,
We keep it in case we get a golfer someday.

"We did a time study to merge seniority between,
The gardeners and those who take care of the greens.
But we have mild discontent it really appears,
Over mandatory retirement at age two million years".

It's also a comfort to know that Frank was (is) a very strong Christian and was always very active in his church.

So long old friend - SEE YOU LATER

Buck Buchanan

ED PETROVICH

7/4/2004 Retired Captain Ed Petrovich died early this morning at his home in Ft. Lauderdale/Davie, FL. I believe his wife Patty told me that Ed was 67. He retired in MIA as a 747 Rope Start Captain. It seemed like just yesterday when we had 747s from/to South America.

I've know Ed since the early 70s during my furlough and I was fortunate to meet the Boys Dan and Brian in 1985. Many of you may remember Patty's presence at the 1985 teleconference speaking so candidly and honestly about her sons who were in the 570. Oh how I remember her personally addressing Mr. Ferris what he was doing to them, to us, and the industry. Needless to say, 96% of us went on strike and all but 4 of the 570.

Ed and Patty had always been active in ALPA affairs and had assisted in running many of the ALPA Board of Directors' Hospitality rooms that were there during MEC meetings and BOD meetings. You could always count on their families.

Dan is a Captain in DCA and Brian in ORD.

I'll always remember their family because when my daughter Whitney died in 1997, I was in Santiago, Chile. Along with Sue Harrison and Jennifer Duce, we got the 767 back nonstop to MIA. It was one long trip all during the night as I stared at the cities that passed below us from South America to Central America and then over Cuba. As I passed over my house in the Keys, I rocked my wings as we headed for MIA. This was the classic 0430 arrival into MIA.

Guess who was there to be with me and get me from MIA to FLL to meet up with my parents for the trip to ORD/CLE?

Ed Petrovich, his wife Patty, and Dan along with Garry Kravit in his role as 150 Council Chairman. Never will I forget that day.

Brian and Steve Rothstein considered flying over to Medina, OH the day of the funeral, but the weather was terrible and I told them to stay in Chicago.

That has to be dedication to get up before the crack of dawn to get me where I was going. I could always count on Ed and his family.

I was fortunate enough to see Ed just 60 hours ago at his home. Bob Engelman, Dan, and I spent time with Ed as he lay in his bed. Others had visited him a few days before and after.

Ed lay there just taking it all in. He was happy to see us. He would doze which was expected, but all along he would be taking it all in just like the Captain who oversees his crew. He pretended he wasn't listening, but he took in every word.

I gave him a big hug and shook his hand and asked him if he was ready for the 10K race this afternoon. He said he would prefer to do just the 5K! That was Ed. A great sense of humor and paying full attention.

We were telling so many aviation stories and a lot of your names came up during the conversation. We didn't miss too many of you.

All in all it was a great afternoon spent with a great man.

This morning about 4:00am God called one of his children back. Ed may have left us, but he is with others and I know he's watching down on us.

They say that when you are born, YOU are crying and WE are all laughing. On one's death, WE are all crying and HE is the one laughing. And I know Ed is laughing.

I plan to make a contribution in Ed's name for a scholarship in Whitney's name to the Medina City Schools.

It was a privilege to have known Ed Petrovich and thank you for letting me share my thoughts with you. *Jim*

RALPH (R. O.) STEWART

Ralph (R. O.) Stewart passed on, June 30, 2004, after a short illness. Ralph was born March 29, 1916, in Heber, CA. He graduated Grossmont High School in Lemon Grove, and the Univ. of California, Davis. He served as an instructor in the Army Air Corps during WWII and joined United Air Lines in 1943, flying under military contract in the Pacific. He returned to Pacific flying under military contract in the '70s. He flew for United for 33 years. He was a 4-H leader for many years and served as a member of the Arapahoe County Fair Board.

He is survived by his wife of 60 years, Millicent (Millie) a former UAL flight attendant, sons Art, of Littleton, CO, Russell of Cherry Hills, CO, and Curtis, of Lison, Portugal, nine grandchildren, and one great grandchild. He was preceded in death by daughter Mimi Hunting.

A memorial service is planned for Monday, July 19th, at the first Presbyterian Church of Littleton.

Ted Wilkinson

PEGGY DALTON WILLIAMS

I received word last night(7/3/04) of the death of Peggy Dalton Williams, former Capital hostess, wife of C.M. Pete Williams, CAP/UAL retired pilot, living in Oak Harbor, WA. Her death was from cancer.

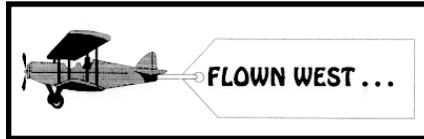
Jackie Pancoast Abel

ROBERT JOHN WISDA

Born in Rawlins, Wyoming on March 15, 1920 and died in Santa Monica on July 8, 2004.

Survivors include his beloved *wife*, Elizabeth; Sons James C. Wisda (Valorie) and John D. Wisda (Patricia); four grandchildren, Anna, Charles, Bryan and Natalie.

A Memorial Mass will be celebrated on Friday, July 16, 1:30 P.M. at St. Monica Church in Santa Monica. Interment will be private at Holy Cross Cemetery in Culver City.



GEORGE LIFFERT

RALPH STEWART

6/30/2004

FRANK MURPHEY*

7/3/2004

ED PETROVICH

7/4/2004

ROBERT JOHN WISDA

7/8/2004

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

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

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 1st Thu. SFO North Bay-Petaluma Sheraton
2nd Mon. SW FL—Olive Garden, Ft. Myers - 239-417-8462
2nd Tue. San Diego Co.—Quails' Inn, San Marcos - 760-723-9008
2nd Thu. Oct—Apr. SE FL Gold Coast—Flaming Pit - 561-272-1860
2nd Fri. PHX Roadrunners—Best Western En Suites Scottsdale Airport, AZ 480-948-1612
3rd Tue. DEN Good Ole Boys— 11:30am American Legion Post 1 - 303-364-1565
3rd Tue. LAS High Rollers—Memphis Barbecue - 702-896-8821
3rd Tue. NE FL—Spruce Creek CC - 386-760-9736
3rd Tue. Dana Point CA—Wind & Sea Restaurant - 949-496-2691
3rd Thu. LAX—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

Semi-Annually Scheduled Lunches

- 4th Tue. Mar, Nov. Tucson-Tucson Country Club—520-797-3912

Deadline: August 18, 2004

Mailing: September 1, 2004



PERIODICALS

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