



RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, the hot topic for this month is our Convention in 2005. Why, you may ask, am I so concerned with a Convention over a year away? The answer of course is, if you don't plan for an event of this magnitude well in advance, your event, in this case the Convention, will not be as successful as it could be, nor will you be able to negotiate a favorable rate for your group. You may be surprised to hear that several hotels we were looking at are already booked for the dates we were interested in. As a result of our early start, your association was able to obtain an excellent facility for our next Convention. Mark your calendars now and plan to attend the next RUPA Convention, which will be held in the Washington D. C. area October 13th through October 17th, 2005. It will be held at the Sheraton Reston Hotel in Reston Virginia. The room rate is \$84.00 per night, and if you wish to take advantage of maximizing your options while in the Washington area, the hotel will offer the same rate for three days prior and three days after, based on room availability. The hotel has free shuttle service to and from the Dulles Airport and the town center of Reston, and is near the Udvar-Hazy Museum.

The problem with negotiating a contract this far in advance is the uncertainty with United Airlines and the number of people willing to attend. When a contract is signed with a hotel for an event like this one, we must guarantee a certain number of rooms along with a certain amount of banquet business. Failure to meet contract goals means the Association would have to pay penalties. If the Convention were to be cancelled, the cancellation penalties would be severe if cancelled within 90 days of the event dates. The above information is given so you know why we urge you to register early. Registration and tour information will be published no later than the June 2005 issue of the *RUPANEWS*. The Washington Area group, under the able leadership of E. K. Williams, will be arranging the tours of the D.C. Area, and of course, we will have the unveiling of the RUPA Panel at the Wall of Honor while we are there. So mark your calendars now and plan to attend.

Several erroneous articles have appeared in the national press concerning PBGC payouts and guarantees. Most of what is published is true, but the articles do not tell the whole story. I am of course referring to the maximum they will pay an individual at the time the PBGC takes over a Defined Benefit Plan. The maximum they will pay an individual who is 65 at the time a plan is terminated, is \$44388. If you happen to be age 66 at termination they will pay \$48840, \$59484 at age 68, and \$7368 at age 70. The older you are at "plan termination", the higher your guarantee. Read Doug Wilsman's Pension report posted on the RUPA website, he has the correct information. Another error is in how the PBGC picks-up a plan at termination. According to Doug, "checks with the pre-termination amount would continue for two to six months unchanged. These checks may come from UAL or from the PBGC's State Street Bank. Then, the PBGC starts paying its estimated lifetime monthly post termination benefit for each participant." Its all on our website, www.rupa.org.

Make plans now to attend the Second Annual SFO Area RUPA Holiday Party. Everyone who attended last year's party had such a good time they wanted to do it again. We have lined up the same great orchestra we had last year; they play our kind of music and are not overpowering. Of course this will once again be a toy drive for the Toys for Tots campaign. Mark your calendars for December 1st. Check further back in this issue for all the details.

One last note. The RUPA Panel at the Wall of Honor is for RUPA members only. If you wish to honor someone other than a RUPA member, that's OK, but their name will be placed on another panel.

Lets hope our brother RUPArians haven't suffered too great a loss from the recent hurricanes. That's it for now as I'm off on the RUPA Cruise to Alaska.

Fraternally, *Rich*

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

DANA POINT LUNCHEON

Tuesday 21 September 2004: Last day of summer, and boy was it a doozy. We (enjoyed/suffered under) our (famous/infamous) Indian Summer weather phenomenon today: the Santa Ana Winds. They were blowing downslope from the Northeast, toward the ocean, which brought us the heat, low humidity, fire danger and an increased level of allergy-producing material in the air. The 90-degree temperatures, even in Dana Point, prompted the gang to select eating inside where it was pleasantly cool, and the harbor views were just as nice as from the veranda seating area we normally occupy.

The usual information and news concerning the airline industry, and United's place in it was shared and discussed briefly, but no one dwelt on it. Most of the letter writing and support for the URPBPA has been done, and now we wait as it all percolates through the political system to some hopefully reasonable conclusion. Besides, this group of guys genuinely enjoy each others company, and they are more inclined to swap stories and jokes like they have done over many years past.

Enjoying the luncheon today were: Don Aitken, Park Ames, Carlos Bernhard, Walt Bohl, Bob Brockmeier, Bruce Dunkle, Dick Fairbanks, Bob Fuhrmann, Jim Grosswiler, Peter Hansen, Ed Judd, Bob McGowan, Earl McKenzie, Bill Meyer, Bill Rollins, Bill Stewart, Jim Stowell, and Joe Udovch.

Walt Bohl in his capacity as "ambassador-at-large" for all things aviation-related, once again brought surprises to share with all, in the form of a videotape called "Dreams of Flight", a brief history of the Hughes Aircraft Company from 1932-1997. What can we say but "Thanks a bunch Walt!" Brings back memories of one LAX Flight Ops Meeting (remember those) we had in Long Beach, years ago on the permanently berthed Queen Mary, and after which we were given tours through Hughes' Spruce Goose aircraft, a once-in-a-lifetime experience. The aircraft now resides in a museum in Oregon, somewhere East of Portland.

Notwithstanding the hot weather of today, we are entering the time of year where it is mostly pleasant along the Orange County coast, and so we invite any and all RUPA types residing in North San Diego County as well as Orange County itself, to come join us at the *Wind and Sea restaurant*, where we always have a view of the "Sea", but we seldom have to put up with the "Wind".

That's it for today, from your faithful scribe, *Joe Udovch*

DENVER GOOD OL' BOYS

The September meeting of DEN Good ol' Boys convened on the 21st and possibly due to the inclement weather the turnout was one of the best ever. (The misty weather may have kept people from playing golf, etc.) At any event the convocation assembled at the usual venue and happy hour was a roaring success. The vittles occasioned no complaints other than that they ran out due to the large crowd but alternate arrangements were made, and the chef proved up to the challenge.

This humble scribe related a brief story about a golfing incident which was supposed to be funny. In a sober moment he reported the final flight west of Jim Gates and A. R. (Satch) Hoghland, and also Stan Boehm's wife, Charlotte. Jim Krasno took the floor to briefly relate the situation re: the pension plan and fielded questions related thereto.

A brief business meeting was held during which it was reported that the organization is solvent, which was followed by a lengthy session devoted to general "fertilizer slinging". The meeting adjourned at a respectable hour.

Those present included: Ed Riehl, Hal Krause, Bill Bates, Ralph Wright, Dean Readmond, Ray White from FMY, Tom Hess, Jack Davis, Bill Hanson, Jim Hixon, A. J. Hartzler, Stan Boehm, John Thielen, Bob Blessin, Dick Shipman, Bill Hoygaard, Dave Johnson, Russ Ward, Cliff Lawson, Al Snook, Barry Edward, Mike Williams, Duane Searle, Fritz Meyer, Gary Zimmerman, Hal Meyer, Bob Steeneck, Jim Krasno, Bill Jones, Bill Matheny, Frank McCurdy, George Benkendorf, Jim Jenkins, Jack Turner, Dave Pettys, Bill Fife, Ray Bowman, Tom Gordon, Bob Clipson, Jim Harris, and the coordinator and scribe, *Ted Wilkinson*

THE HAWAII "ONO NENES" LUNCHEON

The Hawaii group had its first luncheon Wednesday August 25th at the *Kona Brewing Company* in Hawaii Kai. The thirteen in attendance included Larry & Diane Becker, Jef Fleener, Carl & Elise Hankwitz, Yukio & Janet Ishikawa, Stu Mitts, Ken Pilkenton, Jim & Corky Sorensen, Bob Vogtritter, and Steve Wong.

Having not come to consensus on what to call ourselves, and with two names submitted, the best combination is to be the "Ono Nenes". There was consensus on meeting monthly, the last Wednesday for now. For both September and October we will meet at the *Mid Pacific Golf Club* in Lani Kai at 1130. Much discussion was held about the "A" plan, and the last person to arrive was awarded the first installment of the new plan. Their very own tube of a nature to ease the pain, at least for a while. Aloha to all, *Jim Sorensen*

LAS VEGAS HIGHROLLERS LUNCHEON

September got off to a slow start for the L.V. HIGHROLLERS as quite a lot of our people were still out of town or just getting back.

From the Australian outback to the wilderness of northern Alaska our members are enjoying retirement in their own way. Our meetings will continue on the 3rd Tuesday of each month until further notice.

The following were in attendance: Andy & Dawn Anderson, Bill Balboni, Bruce Barton, Jerry Campbell, Barry & Ruth Dixon, Bruce Fisher and guest Linda Capozzoli, Jerry & Susanna Johnson, Dave & Bonnie Munyon, Jim Price & Carol Starbuck, and yours truly Clyde House and Marie Loquet.

Lunch was superb, service outstanding and a good time was had by all. Next month we will be celebrating 3 birthdays so a cake will be provided. Barry Dixon gave us an update on Ron Kakaldy's condition following an aircraft accident in Alaska. Our prayers and sympathy's go out to Ron and Jan. Clyde House (702) 896-8821 clydie747@cox.net

LOS ANGELES VALLEY LUNCHEON

There was a nice turnout today at *Billingsley's* for our Sept 16, 2004 luncheon. The following 28 were in attendance. John Joyce, Gerry Beyer, Joyann Moore, Jack Moore, Tom McQueen, Mel Heflinger, Dot Heflinger, Bob Kohler, Ray Lahr, Dick Unander, Ray Engel, Mike Herriott, Bob Mosher, Herb Goodrich, Marcene Rankin, Doug Rankin, Ken Williams, Don McDermott, Rex May, Edna Cameron, Lee Cameron, Ginny Tank, Dave Tank, Butch Trembly, Mike Conde, Walt Albright, Jung Soon Albright, Clay Lacy. Don McDermott got our attention right on schedule at 1200 as he said he had a couple of items to tell us about. The first had to do with an editorial from the August 23, 2004 New Yorker Magazine. (He had passed out copies of the article during the cocktail hour). It was concerning the troubles that the Airlines have gotten into by trying to hold onto the concepts they had before deregulation. Don went on to tell about CEO Glenn Tilton meeting with employees in Denver and some of the things he had to say concerning United Airlines.

Rex May the South Bay Representative told us the Christmas Luncheon at the *Hacienda Hotel* will be December 9th which is the second Thursday of the month. It's not like an airplane, when the price goes up it never comes down. This year it will be \$21.00 per person.

Don then introduced Ray Lahr who has filed a Law Suit against the United States Government over the cause of the explosion and crash of TWA Flight 800 in July 1996. There have been many delays, but finally after 8 years there will be a public hearing at 10:00 am on September 27, 2004 before Judge A. Howard Matz at the Federal Courthouse in Los Angeles. Ray told us information about the crash, also Mel Heflinger had some interesting insight into the crash. By the time the question and answer session ended it was a very interesting 20 minutes.

Bob Kohler had sad news for us, which was that Captain Bob Cross on September 2nd, which was Bob's 82nd Birthday, "Flew West". He had gone into the hospital for a heart operation and when they opened him up there was so much cancer that the Doctors closed him back up immediately.

Next luncheon at *Billingsley's* will be November 18th. Till then, *Doug Rankin*

BANKRUPTCY UPDATE

Dear Fellow Ruparians:

United's management has indicated that the Company intends to terminate the Defined Benefit Pension Plans, although CEO Glen Tilton has stated that United would wait ninety days before moving forward to effect the terminations. The action would then take place after the national elections in November. URPBPA will resist any move by United to terminate the pension plans of its members.

US Airways filed for bankruptcy for the second time last week. Their management has indicated that they will stop making payments into the remaining pension plans (their pilots' plan was terminated during the first bankruptcy last year). The airline is also seeking further concessions from employees.

Delta Airlines has agreed not to terminate its pilots pension plan before February, even if it filed for bankruptcy. Negotiations continue with the Delta pilots for concessions; the pilots have made a counter-offer to Delta's demands for reductions of \$1 billion annually from the pilots.

As this is being written, over 100 lawmakers have signed a letter to be sent to Glen Tilton that opposes United's intention to terminate its pension plans. The Pension Benefits Guarantee Corporation is also opposed to this UAL action. "Bankruptcy should not be the path of least resistance to deal with your pension obligations," said Bradley Belt, executive director of the PBGC. Time will tell if any of this has an effect on United's plans.

A few retired pilots continue to wonder why ALPA hasn't been representing retirees and "why some sort of representation for the pension group hasn't been set up by ALPA?" ALPA is required to represent the active pilots and negotiate for wages and benefits, including retirement benefits. Regular negotiations, when a contract becomes amendable, are usually preceded by a polling of the pilot group to determine negotiating priorities. Representation for retirees has never been established as a priority by the active pilots who make up ALPA. Therefore, ALPA has generally not represented retirees.

The United Retired Pilots Benefit Protection Association was established to fill this vacuum. URPBPA represents only its members, who must be retirees, dependents or survivors of retired pilots. It was this clear focus of URPBPA's attorneys that succeeded in convincing the bankruptcy judge to establish a committee exclusively for pilots, separate from the salaried & management retirees when United moved to change retiree medical benefits. The Pilots Committee was instrumental in forming the Coalition of Committees that succeeded in achieving an agreement significantly better for retirees than United's proposal. For URPBPA membership and other information, please go to: www.ualpilotpension.com

Fraternally,

Jerry Terstiege, Foster City, California
Member, Section 1114 Committee and Secretary, URPBPA Board of Directors,

PS. Regarding the default enrollment to United's medical insurance plan, if you had been enrolled in an HMO and didn't respond during United's recent open enrollment, your default would have been into that same HMO. If you had been enrolled in the medical Comprehensive Plan, you would have been defaulted to the medical PPO Plan. There will soon be another open enrollment period where you can decide which plan to choose for 2005, based upon information that will be sent to you by United.

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

NYSKYSCRAPER LUNCHEON

November 9th. Our next luncheon will be held at *Manero's Steakhouse* in Greenwich, Connecticut, on Tuesday November 9th, 2004.

Spouses and guests are welcome. \$25/person including tip and tax. Cash bar opens at noon.

Noon to 1 pm for kibbutzing. Sit-down lunch begins at 1 pm.

Please notify Pete Sofman by Friday November 5th if you plan to attend:

Pete Sofman

rupapetesofman@optonline.net

203-322-0724

1230 Rock Rimmon Rd, Stamford CT 06903

Directions to *Manero's Steakhouse*, 559 Steamboat Rd, Greenwich, Ct. (203-869-0049):

I-95 Northbound: Exit 3. Go right off the ramp. Take the 1st right onto Steamboat Rd. *Manero's* is on the left hand side. There is a large lot for *Manero's* just past the restaurant on the left.

I-95 Southbound: Exit 3. Go left off the ramp. Take the 1st right onto Steamboat Rd. *Manero's* is on the left hand side. There is a large lot for *Manero's* just past the restaurant on the left.

SFO NORTH BAY RUPA LUNCHEON

The September 2nd (first Thursday), meeting of the North Bay RUPA group had 18 folks enjoying lunch at the *Petaluma Sheraton*. We missed several of our regulars due to illness, unfortunately. Sam Orchard, on the mend from surgery, had made the observation that we often only hear of a friend being under the weather by reading the obit! With that thought in mind, some discussion was put forth about having a "telephone or computer tree" so that the word would get out when one of us was ailing...if, of course, they wanted friends to know. It was recalled how local council 34 used to publish a "sick list" in the *Bayliner*, often. Several ideas were put forth, and will be put to the group in later meetings.

In attendance were: Barney Hagen, Bill Greene, Leon Scarbrough, Dick Hanna, Ray Brice, Larry and Dee Whyman, Gardner and Sheila Bride, Dick Lammerding, Dan and Chris Bargar, Curtis Owens and Lindy Simon, Carl Hakenen, Jim Mansfield, Jerry Thomas, and this reporter.

Next gathering: October 7th, same place/same time 12:30 to ?...come join us! *Bob Donegan*

TUCSON'S NOVEMBER LUNCHEON

Hello to all Tucson Area RUPArians. Our next luncheon will be held at the *Tucson Country Club* on November 30th. We plan to start with an informal gathering at 11:00 and lunch will start at noon. It will cost \$15.00 per person and there will be several choices for your lunch.

We will have as our guest speaker Bonnie Allin, the head of the Tucson Airport Authority. She will be available for your questions before lunch and again afterwards. There is a possibility (I'm working on it) that we will also have someone from URPBRA who will bring us all up to date as to the status of our pensions.

If interested in attending please call me, Randy Ryan, at 520-797-3912. Spouses are, of course, welcome.--

Randy

WIDOWS COORDINATOR

Jackie Pancoast Abel

Companion Passes ----- Upon the death of her pilot husband, the widow loses companion passes.

Just to advise you, beware of trying to use a companion pass after the pilot has died. I have had two widows tell me that a family member had used a companion pass to visit an ailing pilot father. The father then died and when the family member tried to return home on the companion pass, they were refused and had to buy a ticket.

If a widow has a retired pilot friend and he has offered her companion passes, that is great, and in that case, may use the companion passes.

Til the next time, *Jackie*

SFO RUPA PICNIC

August 19, 2004

The RUPA PICNIC was held on a beautiful summer day under the lattice canopies and Live Oak trees of the Palo Alto Elks Lodge. In addition to the scintillating conversation and general air of "Bon Ami" there were copious hors d'oeuvres provided by attendees, adult and soft beverages, and a wonderful meal provided by McDonough Caterers.

Please remember all RUPA members and their guests are always welcome. Next year will mark the 20th Anniversary of "Our finest hour" the 1985 strike and will be our last RUPA picnic at the Palo Alto Elks' Club as it is being sold. We would love to see YOU there next year.

The following is the reservation list of attendees:

Bob/Virginia Ahrens; Floyd/Charlene Alison; Lynette Bartel; Marty/Jean Berg; Al/Jo Bernard; Wally Blaseck; Rich/Georgia Bouska; Bob/Burkie Callaghan; Chappie Chapman; Bob/Roz Clinton; Sam/Billie Cramb; Norm De Back; Buddy/Alice Decosterd; Scotty/Emily Divine; Robert/Virginia Downs; Bob/Eileen Ebenhan; Terri Eckert (our *RUPANEWS* layout person) & her son Kai (our youngest RUPA attendee); Frank/CeCe Egbert; Sharon Garcia; Dick Hooning; Milt/Sunee/Mark Jines; Thomas Kirby; Bill/Lorene Knight; Dwight/Elaine Lubich; Norm/Barbara Marshall; Frank/Kay Mazzola; Chuck/Bonnie Minor; Bret Morris; Larry Muzinich; Jim/Evelyn McGregor; Bill McGuire; Lois O'Dell; Sam/Vilma Patrick; Jay/Clare Plank; Ed Pogue; Dan Porter; Robert/Norma Puryear; Walt/Mary Ramseur; Virginia Roberts; Bill Samuels; Sheila Savage; Bill/Pat Smith; Dick Sperling; Cleve/Rose Spring; Bob/Phyllis Soergel; John/Dorothy Stefanki; Emiko Stewart; June Strong; Jim/Evelyn Taylor; Jerry/Loretta Thomas; Gene/Glenna Tritt; Gene/Carol Walter; Ron/Madelon Weber; Larry/Pat Wright.

Larry & Pat Wright

ABOUT THE COVER: BOEING 757 PAINTING.

ARTIST: WILLIAM E. (NORTY) NORTHUP of RUPA

The painting of the 757 was done for Rip Reimsnider a few years ago. The Caravelle was done for Howie Shaw, The DC-10 for Fred Hunter and the 777 for Brian Grover. Brian was a RCAF Golden Hawk when they had F-86s (I did that for him too). A special message to Bob Odgers- I very much appreciated his comments on how the ones I did for him still bring back the memories. I enjoyed flying with Bob. As to my 'stuff' -- Oshkosh since '98 two Par Excellences; Pensacola museum, NAS Fallon, NAS Oceana, F8 Crusader pilots Assn, published in Flight Journal, Aviation History, etc. Artist member of ASAA (American Society of Aviation Artists) Five paintings in Mike O'Connor's book *Mig Killers on Yankee Station*----- Check 6, Norty

RESPONSE TO URPBPA UPDATE

Retirees, myself included, may now be weary of the details of United's bankruptcy. However, for the sake of the record, and as a member appointed to the 1114 Committee by Judge Wedoff, and having participated in all phases of the negotiations, I have a different interpretation of events than as stated by Roger Hall in his letter of August 16 to URPBPA members. Roger Hall states "URPBPA was instrumental in the formation of the coalition..." I disagree. Judge Wedoff appointed five pilots and tasked us with negotiating for *all* retirees, their spouses, and dependents in regard to their medical benefits. He did not say he was selecting URPBPA to represent retirees. The only entity appointed to represent retirees was the 1114 Committee. Not all members of the Section 1114 Committee selected by Judge Wedoff were members of URPBPA.

The other members of the labor coalition, which bargained for retiree medical benefits, included only those representatives appointed by Judge Wedoff. From my perspective, URPBPA was not instrumental in the work that the 1114 Committee performed in securing retiree medical benefits. I was not working for URPBPA to negotiate medical benefits for my fellow pilot retirees. It was not my perception that the labor coalition was in any way a product of URPBPA efforts. In fact, the labor coalition did not seem committed to honoring pilot inputs at a critical point in the negotiations.

Roger Hall refers to "attorneys, actuaries, and ERISA experts." URPBPA may have their own "attorneys, actuaries, and ERISA experts"; however, the ones participating in the medical benefit negotiations were hired by the 1114 Committee, approved by Judge Wedoff, and paid for by United Airlines. All 1114 committee expenses for travel, hotel, and meals were also paid by United. Further, it did not appear to me that URPBPA played any part in creating special relationships with people in positions of power and influence to achieve results for the retirees. Roger Hall's pledge to "do whatever is necessary" may relate to future events, but does not bear any relation in my opinion to what has transpired in our most recent negotiations.

Jack Carriglio, the attorney retained by the 1114 Committee, who also represents URPBPA, has advised that the 1114 Committee will continue to retain these experts, advisors, and attorneys until United has emerged from bankruptcy.

Alan L. Black

Member Retired Pilots 1114 Committee

Dear Ted;

Alan Black's view of the facts is quite wrong. If URPBPA hadn't been in existence to fight for a separate 1114 Committee for the retired pilots, then United would have succeeded in combining the retired pilots with the salaried and management retirees on one Committee and they would have stacked that Committee with their choice of people. Those people would have had no history of a relationship with the AFA and the IAM upon which to build a coalition. The outcome would have been much different than it was.

Alan Black's letter has another error in fact; he states that the judge appointed all the members of the 1114 Committees. Judge Wedoff only appointed the members of the Pilots Committee and the Salaried and Management Committee. All five other Committees were staffed by their respective union leaderships.

Jerry Tenstiege

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Send check to Cleve Spring, 1104 Burke Ln, Foster City, CA 94404-3636

A PAINLESS ALTERNATIVE TO BYPASS SURGERY

By Julian Whitaker, M.D.

On February 13, 1997, Chester S. was in the intensive care unit being prepped for triple bypass surgery the next day. He was suffering with unstable angina so severe that merely walking ten yards brought on chest pain, and blockages from 90% to 95% had been identified in four of his coronary arteries.

Chester had been a patient at the Whitaker Wellness Institute and was familiar with alternative therapies for heart disease. As his surgery drew near, he made a difficult decision. He checked out of the hospital against the advice of his cardiologists, who unanimously felt that he should be a "surgical candidate," came to our office, and began a course of Enhanced External Counterpulsation (EECP™), a noninvasive mechanical therapy for the treatment of heart disease and other circulatory disorders. After he completed the treatment course six weeks later, Chester felt better than he had in years. He went from barely being able to cross the street to walking 1-1/2 miles twice a day—without angina.

Chester's story is more dramatic than most, but the chain of events that led him to the ICU is an all too-common scenario: chest pain — angiogram — bypass surgery. Chester just chose to step out before the last act, and he is thankful he did.

Just Because You Aren't Being Told You Have Options Doesn't Mean You Don't Have Them

What angers me most about the current state of conventional cardiology is that patients are presented with gloom-and-doom scenarios, scared out of their wits, and virtually shoved into unnecessary bypass and other invasive procedures—without being offered any alternatives. Folks, you do have other choices.

The therapeutic powers of a low-fat diet, exercise, nutritional supplements targeted to the cardiovascular system (such as coenzyme Q10, high-dose antioxidants, magnesium, essential fatty acids, l-carnitine, and the herb hawthorn) are well-documented, as I've discussed in this newsletter.

I've also written about the efficacy of intravenous EDTA chelation therapy in this regard.

But sometimes, particularly in cases of acute angina pectoris such as Chester's, these aren't enough. EECP, a therapy I've been using with patients for the past year and a half, far surpasses anything I've seen for the nonsurgical reduction or elimination of angina.

EECP Dramatically Improves Blood Flow to the Heart

This "new" procedure was actually developed at Harvard University 44 years ago and has been used by hundreds of thousands of people, virtually all of them outside the United States. It has been tested in a number of clinical trials with astoundingly positive results, and its safety record is impeccable. EECP works on a very simple and obvious premise. Since angina is caused by an inadequate blood supply to the heart, the best way to alleviate it is to get more blood to the heart.

EECP does this by pumping—literally squeezing—blood out of the legs so more blood is delivered to the heart. This increases heart perfusion, or its supply of oxygen and nutrients, via the coronary arteries. EECP doesn't open previously blocked arteries. Instead, it's something of a "natural bypass"—it improves and increases collateral circulation, those small vessels your heart naturally grows around blocked arteries to "bypass" the blockage.

The pumping is done by a body stocking extending from the ankles to just below the waist. You lie on a flat surface and the stocking contracts in rhythm with your natural pulse in a sequential wave-like motion from calves up to buttocks. When it contracts, blood is forced up the legs through the veins, to the heart, and throughout the body. A session lasts one hour, and except for the squeezing sensation, causes no discomfort whatsoever. A usual course is 35 one-hour treatments—five per week over seven weeks, or two treatments a day for four weeks.

Clinical Studies Show Significant, Lasting Improvement

Chester's experience parallels that of patients involved in clinical trials of EECP™. A 1992 study published in the American Journal of Cardiology reported on 18 patients with severe heart disease—they already had had bypass surgery and were still having chronic angina—who received a full course of EECP. Sixteen of the 18 had complete relief of angina, and the other two had partial relief. In addition, thallium stress tests demonstrated a total resolution of obstructive blood flow in 67% of the patients and partial improvement in 11%.

One of the most recent studies, presented at the November 1997 Annual Scientific Sessions of the American Heart Association, was a multicenter study carried out at seven university medical centers, including Yale, Columbia and Harvard. This placebo-controlled study involved 139 patients, average age of 63, with chronic angina pectoris. These patients had serious heart disease. They were on maximal medication, 51% had had previous heart attacks, 62% had undergone bypass and/or angioplasty, and 65% had multi vessel coronary artery disease.

They were divided into two groups and received either 35 EECF or placebo treatments over a course of four to seven weeks. While the placebo group showed little improvement, patients undergoing EECF had a decrease in both weekly episodes of angina (from 3.9 to 2.4) and nitroglycerin use (from 2.6 to 1.2 times per week). In addition, patients noted a slight increase in exercise duration and marked improvements in energy and sense of well-being.

How long do EECF's effects last? I know of one patient who, five years after he was given his "last rites" and underwent EECF as a last-ditch effort, is fully functional and pain-free. One year after the above study's conclusion, 40 patients who had undergone EECF were reexamined, with 70% continuing to show clinical benefits.

You'll Be Hearing More About This Therapy

If EECF is so good, why aren't more physicians prescribing it? The answer: EECF is a threat to the multi-billion dollar heart disease industry, to the pharmaceutical giants, to the cardiac surgery suites that are the showrooms of this nation's hospitals, to the cardiologists already in practice, and to those being churned out every year from our medical schools. Like a skid-row junkie, the heart disease industry has a ravenous habit that must be satisfied with a continuous supply of patients, regardless of cost and injury to the people they are supposedly helping.

I am cautiously optimistic, however, that EECF just might gain a foothold in this country. Even if cardiologists continue to ignore the evidence, the people who pay for health care will eventually sit up and take notice. It costs an average \$23,183 for angioplasty and \$35,710 for bypass surgery—a complete course of EECF costs a fraction of this, and can be administered outside a hospital. A small but growing number of insurance providers are now covering EECF.

EECF is being offered at about 40 locations in the U.S., including the Whitaker Wellness Institute. In addition to relieving angina, EECF is also an excellent therapy for other disorders involving the circulatory system—peripheral vascular disease, stroke, Parkinson's disease, impotence, blindness due to retinal artery occlusion, and sudden deafness.

For more information on EECF, call 800/4553327, ext. 779, or drop a note to EECF Information, P.O. Box 10605, Westbury, NY 11590. If you are interested in undergoing a course of EECF at the Whitaker Wellness Institute in Newport Beach, CA, call 949/851-1550, ext. 183. *[These numbers are still valid—Ed.]*

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Lawson, WE et al. Efficacy of enhanced external counterpulsation in the treatment of angina pectoris. (*AmJCardiol*, 1992;70:859-862).

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Health & Healing July 1998 supplement

The approaches described in this newsletter are not offered as cures, prescriptions, diagnoses, or a means of diagnoses to different conditions. The authors and publisher assume no responsibility in the correct or incorrect use of this information, and no attempt should be made to use any of this information as a form of treatment without the approval and guidance of your doctor. -Editor

From: UAL-MEC-owner@United.alpamail.org [mailto:UAL-MEC-owner@United.alpamail.org]
On Behalf Of MEC Communications
Sent: Thursday, September 23, 2004 1:37 PM
To: UAL Pilots
Subject: A Letter From United MEC Chairman Captain Mark Bathurst

September 23, 2004

Dear Fellow Pilot,

On September 17, 2004, United advised the Bankruptcy Court that the “likely result” of its current work on pension issues will be the termination of all Company pension plans, including your A Plan (the defined benefit plan). In addition, United said that management “believes that it will require hundreds of millions of dollars of additional cost reductions --indeed in the neighborhood of \$500 million—on top of savings that would be realized even if the company were to terminate and replace its pension plans.”

We are seeing an unfortunate but growing aggressiveness on the part of United in its dealing with its employees, and its pilots in particular. Despite public statements about “cooperation” and “working with its employees and labor unions,” it almost seems as if each new communication is designed to take one more step toward the inevitable conclusion that the Company’s employees, and mainly its pilots, must again pay for management’s inability to operate its business as well as United’s competitors operate theirs. Whether this is prompted by rising fuel prices and decreasing revenues, the second US Airways bankruptcy, the sobering developments at Delta or whether this was the plan all along, remains unclear. The change in their message is, however, unmistakable.

As we recently informed you, it is our intent to try to work with United over the next several weeks to see whether the Company is willing to reach an acceptable resolution of pilot pensions and related issues. If that effort fails, and there is no certainty that it will succeed, United has publicly stated that it will formally initiate Section 1113 proceedings against ALPA and its other labor unions and at the same time serve formal notice of its proposed termination of all of its pension plans. Once that action is taken, there will be no further processing of pending partial lump sum applications and no further distributions will be allowed. At this time, we have no timetable for this process.

Fundamentally, each of you will be exercising your independent judgment concerning the likelihood of a forced pension termination and how such a termination will affect your lump sum entitlement. We urge every pilot considering making an application for retirement that includes a partial lump sum distribution to thoroughly study all of the ramifications of such a decision prior to coming to a conclusion. Unfortunately, while we can describe the problem and the Company’s stated intentions, we cannot predict the Company’s actions, or the likelihood of success in trying to reach an amicable solution between ALPA and the Company. Retirement processing takes time. Pilots should contact their local flight office for the processing timeline.

We will continue to keep you as fully informed of all developments as we are able, given the fluid nature of the situation. In the meantime, closely monitor MEC mailings, the alpa.org web site, the code-a-phone, and most importantly, attend your LEC meetings.

Fraternally,

Captain Mark Bathurst
Chairman, UAL-MEC

*The Second Annual SFO Area
RUPA
Holiday Party*

All Members and Friends Welcome

This party was such a hit last year, were going to have it again
You are asked to bring a new, unwrapped toy, for the Toys for Tots Program
We will have the same great orchestra for your dancing pleasure

Wednesday December 1, 2004

Sheraton Gateway Hotel

600 Airport Boulevard

Burlingame, California

6:00 to 7:00 Cash bar with dinner to follow

\$45.00 per person includes wine at the table with your choice of

Prime Rib, Salmon or Chicken with Scampi. Please indicate your meal choice.

Rooms available at \$89.00 for the night. Call the hotel direct at **1-800-827-0880** to make
your reservations, mention RUPA to receive this special rate.

RSVP Deadline Wednesday, November 24, 2004

Make check payable to: RUPA

Mail Registration to: Richard Bouska
2734 Crater Road
Livermore, CA 94550

Last Name

First Name

Spouse/Guest Name

Meal Choice (Indicate #): Prime Rib Salmon Chicken with Scampi

Check enclosed for the amount of \$ _____

SOON CHECK IN FOR U.S. DOMESTIC FLIGHTS WILL BE EVEN EASIER

On October 8, EasyCheck-in Online will be available to non-revenue space-available (NRSA) and non-revenue positive-space (NRPS) travelers, as well as crew members. NRSA travelers will be able to print departure management cards and NRPS travelers and crew will be able to select seats and print boarding passes and departure management cards for available upgrades. Printing boarding documents through www.united.com means that you will be able to proceed directly to security once you get to the airport.

Employees, retirees, travel eligibles and companions will be able to check in for U.S. domestic United and United Express flights via united.com up to 24 hours before the scheduled departure time and print for themselves the travel documents needed to pass through security. Online check in for international flights is currently being evaluated.

This travel enhancement makes a third automated EasyCheck-in system available to non-revenue travelers, in addition to check-in kiosks and curbside check in. Given that more than 5 percent of our passenger load factor falls into the non-revenue category, these systems ensure that customers will see shorter line waits and increased check-in efficiency.

Non-revenue travelers -- whether employees, retirees, travel eligibles or companions -- should check in for flights using one of these automated systems. By using an automated system, non-revenue travelers not only avoid lines, but they enable airport customer service representatives to focus on better serving revenue customers.

NewsReal will publish more details as the October 8 launch date nears; in addition, SkyNet will feature an extensive list of frequently asked questions when EasyCheck-in online launches.

John Lumley is the president of the: A_Plan Defense Fund (APDF). This portion of his letter was forwarded to me.--Ed

Finally got the power restored after ten days in the dark. Too long for me. We had a generator and a portable air conditioner for one room and we all camped out there and played clue by flashlight.

Our website is www.aplandefense.org. We were incorporated in New Mexico as a not for profit corporation over three years ago. We are suing in the Federal courts to regain our lost pensions at TWA.

The judge hearing our latest effort dismissed both the cases presented to him and we have already started the paperwork to appeal on all three levels. The three man board of appeals, the full board of appeals and the Supreme Court.

The judge did not address the main point of our suit which is:

The Congress through ERISA did not empower the PBGC to negotiate down the amount of pension underfunding by the plan sponsor. When the PBGC was first implemented years ago, they had a 270 day window to negotiate the amount to a lesser amount. However, congress never extended that authority and the PBGC has been operating outside of its legal authority for years.

The impact of our case will be felt industry wide and it is a landmark case. The judge took the easy way out but we are determined to see this all the way to the supreme court.

Your United Pilots can be equally negatively affected by the PBGC. They will cap the amount of money you receive monthly regardless of what you earned during your career. (This is the case at TWA) Secondly they think they have the authority to negotiate the underfunded amount to a lesser amount which benefits the plan sponsor.

We have spent over \$300,000.00 and three years fighting this injustice. Please pass the word along to your fellow UAL pilots and take a look at our website. Our victories will be your victories as well as USAir and others.

Sincerely yours,
John Lumley
President APDF
TWA CAPT, RET

Pension Security Update

By Doug Wilsman, 52/85; ORD/LAX

(Friday, 9-24-04) Yesterday UAL's attorney submitted a 101-page informational brief to the bankruptcy judge regarding UAL's pension plans. Today the judge, after hearing the objections of several unions and the PBGC, struck the UAL brief from the court's records. ALPA characterized UAL's brief as a self-serving sugarcoating of the impact of a plan termination. A United spokesperson is quoted saying the information is important for all employees & retirees to know and UAL will continue to make the brief available. A *Rocky Mountain News* reporter e-mailed me a copy.

The brief cites UAL's recent efforts to exit Chapter 11 with the pension plans intact, and it claims the PBGC erred when it reported the four UAL plans are underfunded by a total of \$8.3 billion. There are graphs in the brief showing how the retirees in various employee groups would be impacted if their respective plans terminated.

The graph for the pilots shows that of the 6,087 retirees and widows currently receiving benefit checks, 765 (12.6%) will lose more than half; 494 (8.1%) will lose between 40% & 50%; 604 (9.9%) between 30% & 40%; 748 (12.3%) between 20% & 30%; 388 (6.4%) between 10% and 20%; 433(7.1%) will lose 10% or less and 2,655 (43.6%) will not lose anything. Although I cannot find it mentioned anywhere, these numbers must certainly not take into consideration that the entire non-qualified benefits will be lost by those getting two monthly benefit checks from UAL.

The only word that is underlined in the brief is where it says this analysis is "preliminary." For two years I have been urging the company to make such an analysis available to retirees. Until I can find out the methodology and the assumptions they used it is difficult to comment, except to say that it appears at this time that 2,655 is way too high for the number of participants who will lose nothing. But there is an easy way for the readers of this report to check if they are one of the lucky ones. Look at your pre-retirement forms from UAL and find out the *annual* dollar amount the plan would have paid you in the form of a single life annuity---before reductions were made for the benefit form and a partial lump sum amount, if applicable. If the single life annuity amount is **less** than the corresponding PBGC guarantee for your age on the plan termination date in the chart below, you will get 100% of your current benefit from the PBGC after a termination.

| | | | | | | | | | | | | | | | |
|-------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Years of age on DOPT | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 |
| guarantee, in thousands | | | | | | | | | | | | | | 10 | 12 |
| \$ | 29 | 32 | 35 | 38 | 41 | 44 | 48 | 53 | 58 | 66 | 73 | 85 | 97 | 9 | 1 |

| | | | | | | | | | | | |
|-------------------------|----|----|----|----|----|----|----|----|----|----|----|
| Years of age on DOPT | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 |
| guarantee, in thousands | 13 | 16 | 19 | 22 | 25 | 28 | 37 | 46 | 54 | 63 | 72 |
| \$ | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 0 | 9 | 9 | 8 |

DOPT = Date of Plan Termination

The gentleman I talk to at PBGC tells me today that if the plan terminates on the end of a given month (as is the usual case), then the benefit checks due the following day would most likely come from UAL and the payment amount would be calculated by UAL based on their understanding of the PBGC rules for post-termination amounts. That is what happened in April, 2003 at US Airways. The checks mailed in the following month would be mailed by the PBGC but the amount would be the same amount that the company calculated. It might take six months for the PBGC to make rough recalculations to confirm the amounts assigned by the company so they can make adjustments retroactive to the DOPT. Then it might take another six months for the PBGC to make its final calculations and adjustments.

It seems to me that it is possible UAL may have already set up the computer processes that will be necessary to calculate the post-termination amounts for each retiree in case there is a termination and they have run that program to arrive at the numbers that are in the graph in their brief. As I find out more about their methods, I will write updates for posting on www.rupa.org Doug

Mark Your Calendars Now For the RUPA Convention In Washington D.C.

October 13 through October 17, 2005

Be there for the unveiling of the RUPA Panel at the new Smithsonian Udvar-Hazy Museum

OLD GEEZER

The banker saw his old friend Tom, an eighty-year-old rancher, in town. Tom had lost his wife a year or so before and rumor had it that he was marrying a "mail order" bride.

Being a good friend, the banker asked Tom if the rumor was true. Tom assured him that it was. The banker then asked Tom the age of his new bride to be. Tom proudly said, "She'll be twenty-one in November."

Now the banker, being the wise man that he was, could see that the sexual appetite of a young woman could not be satisfied by an eighty-year-old man. Wanting his old friend's remaining years to be happy the banker tactfully suggested that Tom should consider getting a hired hand to help him out on the ranch, knowing nature would take its own course. Tom thought this was a good idea and said he would look for one that afternoon.

About four months later, the banker ran into Tom in town again. "How's the new wife?" asked the banker. Tom proudly said, "Oh, she's pregnant."

The banker, happy that his sage advice had worked out, continued, "And how's the hired hand?"

Without hesitating, Tom said, "She's pregnant too."

United States Postal Service

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PS Form 3526, October 1999 (Reverse)

LETTERS

ALLAN G. ANDERSON—Stanardsville, VA

Greetings from a west coast pilot now living in Virginia.

Shelley and I moved here to be closer to our family. Arrived six days before Isabel. We thought not a problem; we are 150 miles from the coast.

WRONG! We lost over 100 trees. Quite a mess. Having never used a chain saw before, I became very close to mine for a long time. Isabel was followed by an earth quake. At least, coming from California, we were accustomed to the earth moving without being in bed.

We have grown to love Virginia and maybe someday Virginia will love us in return. Women can be very fickle, or is it men I don't remember. Isn't it great being older and not expected to remember anything?

I want to sing my praises in support of the new NASM Udvar Hazy center and the memorial. I work there as a volunteer. Not as a docent, but more like a Walmart greeter. In fact we have vests just like theirs. We are like the hosts; we know where all the toilets are, when and what IMAX movies are playing. All the important stuff except information specific to the displays. The docents spend 5 months learning about the aircraft and other displays and they are very good at what they do! We are as well. In fact so good in fact you will see us at the NASM on the Mall. Come and let us help you have fun!

Please support the memorial. We all lost friends on flights 93 and 175. This is wonderful way and place to pay tribute to our lost comrades. You can now search for names on the memorial thru the NASM web site. *Allan and Shelley Anderson*

DICK ANDERSON

The double seven birthday is rapidly approaching so it is time to get check and annual report in.

As with everyone in this age group, the time passes rapidly. Laurie and I did get to the RUPA Convention last fall but only had time to enjoy a few days as a kidney stone made us leave a day or so early to return to Seattle. Spent a few days in Swedish Hos-

pital but had a room with a nice view of the harbor and the flight path to SeaTac. Will not be on the Alaska convention cruise as we were just on an Alaska cruise last year. We did have a nice cruise this spring from Fort Lauderdale to Copenhagen, and also a New England cruise last fall. The good news is that we have a couple more planned in the next year!

Laurie is busy running a mini-reunion for her high school and also on the homeowners board in Maui. She is the family politician and I am the technician!

Again, we thank all those who do so much in SFO to keep RUPA going strong! *Dick*

DON BARNHART—La Center, WA

Dear Cleve, Enclosed is my annual check for *RUPANEWS*. On the eve of my 85th birthday and 21 plus years of retirement I continue to look forward to reading about my United colleagues.

While our little city of La Center has grown to almost 1,900 in the past ten years it still has some of that small town atmosphere I knew as a boy on the farm.

Barbara and I enjoy life on our 20 acres and can be seen having lawn mower races, almost twice weekly, as we cut the lawn and orchards on our orange Kubotas. Both the vegetable garden and the orchard have been productive this summer.

Best wishes to all our friends at United.

Sincerely, *Don*

LOIS BENEDICT—Glen Ellyn, IL

Hello, Lois here, widow of Capt. Ross (Benny) Benedict.

What a sad time this is for United, and all of us. My husband would be so worried and concerned. Of course, I'm concerned too, but being the Scarlet O'Hara that I am, "I'll worry about it tomorrow."

In our fifty-six years of marriage, there were many times Ben would be worried about something and would get upset because I wasn't all that shook up. That's why he was such a wonderful husband, father and pilot, he thought everything ahead of time, he was always ready for any emergency. Me, I take it one minute at a time. We were such opposites, but that's okay. Ben loved to read, I love to

shop, he loved cross word puzzles, I loved yard work, he loved history and museums, I love to dance, he loved working on our daughter's cars, and he could repair anything around the house, I love volunteering everywhere. We were so different and yet so alike when it came to family. We shared so many things and made such wonderful memories. (I miss him sooooo much!)

Ben would definitely be worried about what is happening with United. All I can do is hope and pray. It's just not my nature to set around and worry. Life goes on just as it has since Ben passed on three years ago. I'm sure he's looking down on me and saying "Loie, it's time to worry." "Okay, Ben, I'm a little worried, will that do?"

Scarlett (for now) Maybe tomorrow

JOHN B. BERMINGHAM—Anacortes, WA

Gentlemen- Here, is my annual stipend for all the folding and stuffing elves, but also for the excellent content of the RUPA magazine, which I read from cover to cover, now more than ever before. You could guess why.

Forgive the tardy check, but it is always awkward to have your birthday come in June when the boating season in the Pacific Northwest is heating up and there again looms the possibility that maybe this year we can finally get our boat all the way to Alaska. Finally resolved that by taking Holland America back in May.

Eight years retired and far busier than when I was working, even counting the last four years commuting. The calendar is filled with activities at the local church, USCG Auxiliary and Kiwanis, plus travel to visit kids and grandkids in Long Beach, Chicago and Cincinnati area, and that is only the major items.

In spite of all the uncertainty, we still consider ourselves blessed to be part of the United family.

Best to all, *John*

JOHN BIEGER

Thanks again to all who are keeping the wheels turning. What a year! I am now 83 and have been retired 23 years. Feeling pretty good but dislike the thought of travel. The straits of United are enough to make one cry. Best to all, *John*

CHARLES T. CHAPMAN—San Jose, CA.

August is the month and time for me to check in and ante-up. I notched number 92 on my personal tree of life. I am doing ok except for poor vision and deficiency in the hearing area. As many of you know the DMV moved me over to the right seat about six years ago but I am fortunate to have the services of a Chinese lady, Hengli Liu, who does driving, cooking and keeps me and the condo tidy.

The Olympics has been a joy recently and great to watch these young people do incredible things. Does a lot to restore your faith in younger generations.

Was doing a bit of mulling and I think that a semi-grading of our elected officials, particularly those in Washington would be most interesting. Even getting an annual report such as you get from various companies would light things up. Congress could report what they did and what they did not do and of course this would be audited. Doubt if there would be many gold medals.

The Bay Area RUPA group had their annual picnic at the Elks Club in Palo Alto last month. It is great to see so many good friends from way back and get a report on others that were not among those present. June Strong gave me transport and a lot of assistance at the picnic.

At one time, way back, I thought it would be great to have my own golf course, small size. Then I got on the greens Committee of a Country Club and got educated to all the equipment, the manpower, the chemicals and all the associated problems. A very quick way to toss out any idea of ownership. Wonder if there is a connection with an Employee owned Airline. I loved working for United in the Good Old Days.

My travel report is brief. One trip to HNL and a trip to Marietta, GA to visit daughter and family.

Hope to make BNO one more time when it comes around.

My thanks to the good people who put together the RUPA Newsletter. Hope that united can keep the pension alive for about fifty thousand of the retirees. Adios, *Chappie*

AL CICIORA

The big 80 is approaching momentarily and it is 24 years since my last flight, [grounded in 1980 by a heart attack.]

This year was saddened with the passing of my dear wife Vera, after 50 wonderful years, we have seven children and seven grandchildren.

As I write this letter [Sept.15] I am listening to the TV reports of hurricane Ivan and hope that many of our retired friends in New Orleans and all over Florida are not hurt by this huge storm. The UAL situation and now the hurricanes is not making retirement life that pleasant for many of us old timers.

I am still doing the UAL 727 pilot volunteer gig at the Museum of Science of Industry on the UAL 727 which is suspended by cables and anchored to the wall minus the left wing. It is probably the most popular exhibit at the museum. We have about 75 retiree and active pilot volunteers and it's fun to interact with all the school kids that come by the bus loads; also the many airline people. Kind of makes you feel young when they ask if I am still flying. Many people haven't ever been on a real plane and ask if this is a real plane and are quite astounded when I assure them that this plane is not only real but that I actually flew this exact plane several times about 25 years ago. I am still able to wear my blue uniform, the one that preceded the "brown Ferris uniform ". I still have loyal warm feeling toward the real UAL, which was very good to me. I started as a R/E mech. with zero time and ended my career in the left seat after 36 years.

Thank you for all the volunteer work, you all are doing a great job.

Sincerely, *Al Ciciona*

ROBERT E. CLIPSON—Denver, CO

Hi Cleve, Dues enclosed—still haven't traveled on the airline, drive instead. Jim-Claire had her other knee replaced in May of this year.

At 88 years, come September 2nd, I remain in pretty good health, even though I took a tumble down our stairs and broke my collar bone in June.

Regards, *Bob*

CHUCK COREY

Hi Ted, The letter is late, but the postage was sent to Cleve a couple of weeks ago.

The summer has been a busy one. Our church vacation bible school children's theme was visiting different countries, and they needed a captain. I agreed only if my uniform would fit. Surprisingly, it looked better on me than when I retired in 1989. All due to walking our Golden Retriever three miles a day, plus a little less food and drink.

Just finished hosting a German family for a week. Part of Friendship International. We had a great time showing them colorful Colorado and the best part was that they all spoke excellent English.

Thanks to you all for doing such a good job for all of us in RUPA.

Regards, *Chuck Corey*

GENE AND AMY COUVILLION—Manassas, VA

Dear Ted,

A year of retirement teaches; don't have to bid for next months, don't have to pick up the uniform at the cleaner, don't worry about the FAA physicals, don't worry about manual revisions and being current, no problem with commuter hotels and flights, vacancy bids take care of themselves, reading material, cameras, laptops and passports are seldom packed, PC means politically correct, ALPA mailings decrease significantly, I do what I have always done, but don't fly in-between. I do miss the people I worked with.

I also learned how obstructive having a job was to getting totally immersed in projects.

Amy and I have been working on our old house and keeping our six grandchildren entertained while they still find us interesting. Our travel plans have diminished, but hope to resume that sometimes in the near future. I, along with seven other retired pilots, have been doing guided tours at the new Udvar-Hazy Air and Space Museum which has been interesting and informative; I didn't realize how little I knew about aviation until I started this.

Thank you RUPA for all you do.

Regards, *Gene and Amy Couvillion*

HOW CAN YOU JOIN “GOD’S GYM”?

By Dr. Ben Lerner

How can you get in great shape, without leaving your property, and without buying a piece of exercise equipment or joining the gym? Do the chores. Fitness may just be a “to do list” away.

After working with tens of thousands of patients, two Olympic teams and several professional teams, I’ve found that the majority of people will not exercise regularly unless there’s a gold medal or money on the line. Even top athletes tend to fall off the exercise track when defeat is not imminent.

The obvious basic reason for such a global lack of commitment to exercise is that people just don’t feel like it. After all, the word exercise sounds hard, painful and boring.

In the beginning, God created man and woman to move. He gave them joints that bend, hands that grab, arms that swing, legs that run, feet that kick and muscles that stretch, pull and bench-press. . .

And He saw that this was good.

Before the dawn of technology, everything having to do with survival, required movement. Building a shelter, traveling from one place to another, growing food and hunting for dinner all required physical action. On the other hand, in today’s world, you can do just about everything without ever moving more than a finger. You can buy a house, make travel arrangements and order lunch and never leave your desk

And He saw that this was bad.

I am always very leery about saying the word “exercise.” That word conjures up images of grueling long-distance runs, the latest aerobics craze, that piece of home fitness equipment that has since become an expensive towel rack and working out in a gym the way guys with tattoos named Gunther work out.

The reason these images are so unappealing to most people is that they are not the kind of movements God first had in mind. I call this “Exercise by man.” Exercise should be safe, seem natural, and can even be fun. Activity like this I call, “Exercise by God.” Exercise by God is the method of and intensity level at which God designed the body to exercise.

Exercise by man includes the following:

- Unnatural movements
- Strange exercise equipment
- Strange aerobic programs
- Abusive sports

Constantly pushing your heart, lungs, muscles and joints to their maximum limits

These are all things man decided were good things to do, not God. In fact, Exercise by man massively increases the potential for injury, organ failure, hating to exercise, quitting or never even getting started in the first place. Exercise by God does not cause physical or emotional damage or destruction; it causes physical and emotional construction or reconstruction.

Children can play on a playground and get several hours of aerobic and resistant training while having fun and not even realizing they are getting a workout. What can you do to get exercise every day, the way you were created to, and enjoy yourself at the same time?

1. Cut the grass
2. Walk
3. Bike
4. Paint a fence
5. Jog
6. Go hiking
7. Build a deck
8. Swim
9. Play basketball or tennis
10. Carry your golf clubs.

Which one will be your Exercise by God?

JACK M. DE CAMP—Los Angeles, CA

With unique birthday of Dec. 31, also along with editor changes and my poor timing, I have not reached you in over three years. I hope you'll accept this offering.

My fondest memories are rekindled when reading the "Flown West" list. Commenting on the most recent, Irv F. Smith, Iffy was his nickname, had a tremendous sense of humor and an infectious laugh. A chat with Irv was always a pleasant experience. I'm sure many ORD based pilots will agree. Jim Laubaugh was a gentleman and an excellent pilot. He commanded our DC8 on numerous occasions during snowstorms out of New York, then known as IDL. Jim raised champion German Shepard dogs and I'm sure he was well known among Shepard clubs. He told me he took occasional trips to Europe to scout for new dogs to blend into his kennel. One more item - before he got into aviation Jim worked as a hod carrier on the early Hoover Dam. He said carrying concrete up a ladder was hard work but at the time he needed a job. An interesting man and I know he will be missed. *Jack*, a.k.a. Pete

EDWARD J. P. DUFFY—Bodega Bay, CA

Dear Cleve, We spent another great year here in lovely Bodega Bay.

We are doing a lot of house remodeling to update this old place into a somewhat livable house.

Our thanks to all who work to put out the *RUPANEWS*.

Regards, *Ed & Peg*

KEN & DIANE ELLIS.

Hi Ted; Another year has flown by and Diane & I continue to enjoy good health and we're having fun traveling in our motor coach. Have made several trips up and down the west coast. We really enjoy Oregon as well as San Diego and Palm Desert. All at the good times of the year. We had a good time at the Monaco Rally in Salem Ore. in Aug. Brett Morris was with us in his coach and we met Roger and Ann Nelson at one of the dinners. A pleasant surprise. We are now proud Great Grand Parents. Our Grand Daughter April, gave birth to a bouncing baby boy-all 10 lbs. of him on July 6. We're planning a trip to Fla. in Oct. to catch a cruise out of Ft. Lauderdale. That is, if the place is still standing after all the hurricanes. Will keep an eye on the Weather Channel. Planning another excursion to

Puerto Peñasco, Mex. in Feb. with Brett plus Bill and Evalyn Lucius. Any of you RVers out there who care to join us give a holler. Sure sad to see the state of the Air Line Industry. Guess we can hope for a miracle. Thanks to all you folks for your efforts. We appreciate it...*Ken & Diane Ellis.*

e-mail kndellis@comcast.net Cell 8315942143

DENNY ERICKSON

Hi Ted

I have put my check in the mail today. We have been busy vacationing and playing tennis this summer. I have been retired 9 years this month and up 'til now we have lucked out with the Hurricane seasons, but this year we were up in Wisconsin when Charlie hit and did major damage in Punte Gorda which is only 10 miles north of us. We were very fortunate to only have damage to the trees behind the house, then Frances came across the state and all we got were 40-50mph winds and rain. As I am sending this email Ivan has moved further out in the Gulf, so we should be out of the woods with this one. I guess when it rains it pours. We could move back to Calif. and put up with the Earthquakes and traffic, but only one problem, we couldn't afford it. Thanks for everyone's hard work with the *RUPANEWS*. *Denny Erickson*

DOROTHY GATES

My check for the annual postage fee will be mailed to Cleve today.

October 1st. would have been Bill's 75th birthday. He would have been so upset to see what is happening to United today. Thanks for *RUPANEWS*, just about my only source for finding out what's doing with United. *Dorothy Gates*

CLAY GRANT

Dear Ted: Greetings to all. This has not been a very good year; frayed the tendons of the little and ring fingers of my right hand; ok now, but a little stiff and semi-numb. On May 9th, I passed out and was admitted to the hospital for a blockage in the heart, and a stent was implanted. Was transferred to J.F.K. Medical in W.P.B., there they implanted a defibrillator. Three months have passed and I am feeling much better. More energy so am back among the living for now. Should be good for a few more years.

Check to Cleve. Best regards, *Clay*

BRIAN H. HENDERSON—Naples, FL

Cleve, only a little tardy this year. Been dealing with the aftermath of hurricane Charley, which for us turned out to be minimal, just a few trees down. Those to our north weren't so lucky. Those tropical depressions seem to get spit off the African west coast like a pac-man game, march across the Atlantic into the Caribbean, and after gaining strength head towards Florida like it's a magnet. I must have missed something back in meteorology 101, but I still haven't heard any good explanations for that track they typically take.

Thanks to your whole group for all their good work.

Brian

RON & BARBARA HUFFMAN—Enumclaw, WA

Greetings to all! Ron's #66 birthday is approaching and his 18th year of retirement (due to a stroke). He visits Starbucks twice daily (we finally bought some stock in Starbucks) and walks several miles at the mall. We have done some sightseeing here in the beautiful NW plus took a Caribbean cruise (before Charley, Frances & Ivan).

We keep involved with nine (plus one due in Nov.) grandchildren and some travels. We enjoy the updates in the *RUPANEWS*.

Ron & Barb



BEVERLY HUGHES—Incline Village, NV

Dear Cleve, It has now been two years since Wayne went off to fly "West" with so many of his buddies! For those of you who still remember him, I know that he would want you to know how proud and happy he was to be a part of your group.

I continue to enjoy our home at Lake Tahoe and am delighted when any of you stop by.

Thank you *RUPANEWS* for keeping us informed during this difficult time for UAL.

Beverly

G.B. (GARY) JENKINS.

Hello Ted, I sent my dues in last month and, as usual, didn't write a letter. Decided I should get something out before I end up on the last page and have to have someone else send it in. It's been thirteen years since I parked the 400 at Bradley terminal after the long flight from SYD and the world is so different now that it's starting to seem that it was all a dream, albeit a good one. I am thankful for having a wonderful career for thirty-six years and feel that it was the best of all possible jobs. Glad I couldn't foresee what was coming. My wife, Wendy, a former Delta stewardess, and I both started out in DC-3s and got to see the evolution of air transport and the good life that it brought to us and our son and daughter. Our son Roy is a comedy writer after graduating from Yale the year of the strike and our daughter Christine works for an aviation credit card company in London where she is also a singer. They've each presented us with a grandson and we're hoping for a granddaughter some day. Still living in the same house for thirty-seven years in beautiful San Juan Capistrano, too much trouble to move around. I got back into motorcycling about eight years ago after a long layoff. Used to commute to LAX on a Honda 750 in the seventies. I have a Honda ST-1300 now for touring around the West and am planning a trip to Austin to see my sister when the weather cools a bit. My fascination with the stock market has been a boon for us since on-line trading has made it so much easier. Spend about half the morning at that game and then go to the gym until lunch. Wendy just got back from Croatia and Slovenia and the planes were full, as usual. We're all healthy and feel lucky to be so. I enjoy the *RUPANEWS* but am saddened to see

many of the gentlemen I flew with passing on. That was terrific poem by Larkin and I think it hits very close to most of our inner thoughts and fears. *Gary*

WILLIAM R. KNIGHT—Walnut Creek, CA

Hi Ted.

Lorene and I moved from San Jose, CA to Walnut Creek, CA on Feb. 2, 04, at the request of our “kids”. They did the move, and we just tagged along. Our daughter, here in Walnut Creek, has become our accountant, and our sons are in Napa, Seattle, and Long Island, NY.

I managed to attend our 6th AF Reunion in Branson, MO this spring, and made a quick trip to Quito, Ecuador, to see a documentary of our years (1942-45) on the Galapagos Islands during WW2.

‘Rene slipped and fell, breaking her right hip. She is now in John Muir Hospital, here in Walnut creek. Her sister came from Anchorage, Alaska, to be with her while I represented our generation at a granddaughter’s beautiful wedding, at the SEA Yacht Club on the 10th of this month.

I’m afraid golf is almost a thing of the past, but I still haul my clubs and shoes around in the trunk of my car for some reason or other. It shouldn’t be that I’m 87. I don’t feel it!

I’m sorry about UAL’s troubles, I’ve considered that company my “rock” since 1939. I’m thankful for my two annuities, small as they may be.

Great company! Great people! With Capt. Gene Brown, I cringe a bit when called a “RUPArian”. I think that was started in jest, by RUPA Pres. Scotty Prescott, a few years back. Take it or leave it.

Thanks for the great job you’re doing!

Regards, *Bill Knight*

CLAUDIA KOEHLER—Titusville, FL

Dear Cleve, Almost September, Fred’s birthday month. It is time to say thank you for the *RUPANEWS*.

All is well in Titusville; “Charlie” was kind to me, only slight damage to my birdcage.

I send a big hello to all old friends.

Warmest regards, *Claudia*

TED KRYDER—White Pine, TN

Dear Cleve, I vowed to get this in before my birth date this year, so here goes.

All is well with Laura and me, worried about UAL, but who isn’t. Decided to sell the Aztec, getting ready for when the other shoe might drop. We don’t get much news here in TN, except your magazine. Praise be to you all, and many thanks.

It’s been 44 years since Sam told this Lad to hustle down to DCA and see Chief X, they have both been in my prayers since.

Thanks to all who make this possible. *Ted & Laura*

BILL MADSEN, Los Altos, CA

Hi Ted, It has been nice to see you take the reins of the *RUPANEWS*. I think of all the time we spent together at Alameda and at Flight Test and thankfully think of them as good times. Where have the years gone? I’ve maintained a tool company in Los Altos and once in awhile I feel that I should let go and just concentrate on doing the more fun things in life. My wife and I have flown quite a bit on our passes but I’ve learned to avoid the Sky West flights. The regional jets are nice airplanes but don’t have quite enough seats for the loads that United can generate most of the time. I can’t help but see the new company paint job and think it is atrocious. Maybe OK for TED, but the previous colors projected more of a classic image. A comment or two about content of the newsletter: There will always be a contrarian among us but the two articles you printed recently about the hazards of extended exercise and how you should expose yourself to lots of sun are opposed by about 99.9 of the medical profession, I would guess. My son, a physician, read those articles, made an immediate assessment of the credibility of the RUPA Newsletter, and wondered what kind of organization we were. Needless to say, there is an opposite point of view to those expressed in those articles, and I hope that all our compatriots in the retired legions of pilots can see clearly what they should be doing. Extended exercise doesn’t hurt a person at all if they are prepared to handle it, yet we all know that as much of twenty minutes at a time can do great good. As far as exposure to sun goes, after quite a few treatments of nitrogen for pre-cancerous spots on my face I am a regular user of block-out and

wearer of a brim hat, especially if I know I will be exposed to a lot of sun, going golfing, for example. Cancerous Melanoma is increasing so dramatically that it is almost at an epidemic stage. Thanks for all your service in our behalf. *Bill Madsen*

Thank you. I got a few letters after the issue you describe was mailed, and the writers voiced similar concerns. I plan to write them, but, since you put it in your letter, I need to answer you here. Actually, there were three articles that should have bothered you. I planned to use them to break up sections of letters and reports in a couple of issues. However, due to my error, they were printed all together in one issue. I have since published disclaimers in the event that a reader takes an article as medical advice.

The exercising article questioned the value of endurance exercises. The author's view is that training for endurance weakens the heart for strenuous activities, the kind that occur in everyday life. Other than a marathon, what does an endurance runner train for? I think you misunderstood the article.

Because melanomas are more common at higher latitudes; while occurring less in the tropics, there are scientific debates questioning the sun as the cause of melanomas, while affirming that it assuredly is for your skin cancers. Here's a fact: There are thousands of cancer deaths due to lack of vitamin D, because of the avoidance of sunlight for fear of melanomas. Any sunscreen (even SPF-2) will prevent your body from making vitamin D. Get a tan, just don't burn. Well, that's my view.—Ed.

LEN MARTIN—Fair Oaks Ranch, TX

marylenz@earthlink.net

Year 2003 was a busy and mostly healthy year for which I am very grateful.

Early in the '03 I finally finished a metal building to garage the motor coach, provide storage and a long awaited shop, mostly for woodworking. Patience was necessary dealing with zoning boards and city permits. April saw us starting the joys of motor home ownership. The maiden voyage in our 36' Southwind was full of the fun of separated windshields, flat tires, broken mirrors and several minor annoying items. I am sure some of you reading can relate to that. Visited the D-day museum in

New Orleans (a must-see for everyone). July we started a 6000+ mile trip through the Northwest. We went through major cities that set new hot temp records the day we were there. We stopped at Fort Huachuca, AZ where I had served 40 years before. Like many of you we looked at places on the ground that I had only seen from the air before, notably the Custer battlefield and Creator Lake. Smoke from numerous fires prevented us from viewing the Grand Tetons. Visited Creator Lake before a stop at Beale AFB north of Sacramento. Played golf at Folsom in the shadow of the prison a few days before Johnny Cash died.

His hit song "I'll Walk the Line" was very much a part of our effort in '85. On to Yosemite, Las Vegas, across Hoover dam after being searched. We visited the meteor creator near Winslow, AZ on the way home. This was another place I had been looking at from the air during my 30 year career with United but had never seen from ground level. .

Two days after we returned I had a pacemaker installed. The heart was good and strong, just a little slow (sometimes as low as 35). Hopefully the shortness of breath and chronic fatigue is behind. October was our last trip of the year in the motor home to Orlando to watch championship football games of the grandsons. For you baseball fans two of one grandson's teammates are the sons of Ken Griffey Jr. and Barry Larkin. Worked the usual PGA tournaments this year and added more than a dozen military courses to my quest to play them all. Ft. Bragg NC, Ft. Rucker AL and MacDill AFB were notable. Many thanks to all of you that keep the wheels turning and the mail going out. One person in particular I would like to thank for his efforts over the years on behalf of many of us is Doug Wilsman. I had a little bout with management concerning sick leave when Doug was LEC chair at O'Hare. I told him about it and the next time I saw him a few days later he told me it had been resolved. *Len*

J. B. MC CLURE, JR—Orange, VA

Dear Cleve, Five years of retirement has certainly gone by faster than five years of flying. The last five years have been great. Grandkids helped.

The first wife and I are in good health and thankful for that. Sure hope United hangs in there. My best to you and the guys at RUPANEWS. *JB*

DAILY RED WINE CUTS PROSTATE CANCER RISK BY HALF

Dr. Joseph Mercola

I reported on a study earlier this spring that found antioxidants weren't as effective as green and black tea in slowing down the [progression of prostate cancer](#). Knowing the benefits of resveratrol, however, I was surprised by that finding.

Seems my suspicions were confirmed with yesterday's announcement about new research that found drinking a glass of red wine a day may cut a man's risk of prostate cancer in half. Moreover, the protective effect appears to be strongest against the most aggressive forms of the disease.

Scientists discovered men who consumed four or more glasses of red wine per week reduced their risk of prostate cancer by 50 percent. In addition, among men who consumed four or more 4-ounce glasses of red wine per week, there was about a 60 percent lower incidence of the more aggressive types of prostate cancer

In fact, scientists found the more clinically aggressive prostate cancer is where the strongest reduction in risk was observed.

Where the benefit of resveratrol comes in: Researchers found no significant effects -- positive nor negative -- associated with the consumption of beer or hard liquor and no consistent risk reduction with white wine.

Although the risk of prostate cancer decreased 6 percent for every glass of red wine consumed per week, the law of diminishing returns comes into play when consumption increases beyond moderation (four to eight 4-ounce drinks a week)

So I feel confident in adding resveratrol to the list of tools to fight prostate cancer which includes:

[Optimized vitamin D levels](#)

[Increased omega-3 oils](#)

[Regular sun exposure](#)

[Freshly ground flaxseeds](#)

[Vitamin E](#)

Science Blog September 22, 2004

CLASSIC PEANUTS *Charles Schulz*



WALT MCNAMARA—Hi Ted: All in all a pretty good year, except for some minor surgery in October, the cause of which, was just another reminder that I'm no longer 21.

Lorraine and I attended the "reenactment" of the first powered flight at Kill Devil Hill. Although, at the exact moment the first hundred years ended, I and several others, stood touching the rock marking the take-off point of the first flight, we were all disappointed by the lack of a reenactment flight.

There were at least eighteen satellite feed trucks there, indicating nation-wide and probably world-wide interest in seeing the Wright flyer airborne at 10:35 a.m., December 17, 2003.

Knowing the flyer needed enough wind to lift off and knowing that wind conditions are unpredictable, someone should have provided the flyer with a power plant that could have allowed it to fly in spite of a low wind condition. A disclaimer could have been made concerning the substitution of a modern power plant. Many millions of television viewers and thousands of us present would have thanked them for it.

In June, I flew up to IAD in my friend's Cherokee Six. We were held at Casanova for 15 minutes because we were "too slow". Then they put us on a 29 mile final to 1 left. Go figure! The object of the trip was to see the Udvar-Hazy Air and Space Museum. It was spectacular as advertised.

The Seabee and I have been flying a lot: North Carolina to Florida, North Carolina to New Hampshire then to Oshkosh and back. Next month: North Carolina to Greenville, Maine for the International Seaplane fly in at Moosehead Lake, then to Hammondsport, NY for a homecoming at the Glenn Curtiss Museum and a reenactment of the first Seaplane flight to be flown by a fellow Seabee owner.

I've been offering a Seabee ride as an incentive for students in my daughter's high school classes who get an A, also, as a door prize for various non-profit organizations in town, giving rides for EAA's Young Eagle program and supporting local festivals. I'm now in the Neuse River Foundation's airforce, carrying the River Keepers and TV and camera crew people around in support of the Neuse River basin.

Flying locally it's not unusual, for me to get ten water landings in a forty minute flight. The Seabee still is as much fun as I've ever had in an airplane-

tail draggings, supercharged, constant speed prop, retractable gear devil that she is.

My thanks to all those who make RUPA what it is.

Walt

DONALD MERUCCI

The year 2004 isn't over yet, but it has already been jam packed with enough excitement to fill the whole year. In March we made our sixth trip to Australia. My brother lives there so we couple a family visit with a tour of some part of the country. This time we decided to actually see a presentation at the Sydney Opera House. We bought tickets over the internet for the operetta "The Merry Widow." Mary said it was a wonderful performance. I slept through it, so I'll defer to her appraisal. We spent a week with my brother and his wife divided between their recently purchased home and a B & B in the hills to the NW of Brisbane in Queensland. From there we flew to Perth. We had never been to the south western part of Australia and believed we enjoyed that area more than most of the rest of the country. Tasmania comes in a close second.

Awhile after returning home, my body started sending strange signals to my brain and I was soon on a midnight ride to the Doctor Place. They wouldn't let me go home until I gave up my gall bladder. I didn't mind, it wasn't working anyway.

Things went along pretty well afterward and we were enjoying the summer. We were planning three moderate length car trips and I was quite concerned about the reliability of our 99' Chrysler. It had turned out to be a real hanger queen. So we bought a new Buick. A week later, UAL was expressing a strong, barely shielded intent to yank our pensions. I still have the car and we like it.

Our son was married Sept. 17th. That was one of the car trips we were planning. It was too hard getting on SFO-PHX flights, so we drove. We had more than our allowance of baggage anyway. We didn't want to over load the plane. How can the planes be so full and still lose money? Yes, I know: fuel prices. Our last trip was up to Ashland Oregon to get some culture at the Shakespeare Festival grounds. With these out of the way, we can now sit and wait for UAL to drop the other shoe.

My regards to anyone who remembers me and the best to all. *Don*

LEW MEYER

Cleve & Crew: Now that 70 is coming up, I've noticed that none of my non-UAL retirees have anything like the *RUPANEWS* or the regular meetings we so much enjoy. You've heard it before, but thank you troops for keeping the good part of our profession (our friendships) in such fine working order.

Things haven't changed a lot in the past year, - still sitting around a lot, - on a bicycle seat. Looks like a slow year, only 4,000 miles so far. However, in February I was able to set a course record for my age group in Sebring, FL - 210 miles in 12 hours. Disregarding duty regs in a 24 hour event early August I rode 359 miles.

However, for the moment, I'm on bicycle induced S/L. Seems I had an opportunity to relive my Navy carrier pilot days, and caught a wire that had been repositioned by a truck. Carrier landings are abrupt and firm. This one was so hard it left me with a concussion (out for about half an hour), some broken ribs and a collapsed lung. I've walked away from some firm ones, but never that hard! The good news, old bones heal fast, and there's no restriction on bending elbows.

Still enjoying doing gratis maintenance work for a volunteer medical/dental organization. It's satisfying 'carpentry therapy' for nice people.

I was fortunate in '85 to have been able to spend a month with Jock Savage picketing in HNL. Though we were tired from a long day of picketing, his evening briefings were not to be missed. What an asset he was to the world. *Lew*

CHUCK & MARGE MUHL

Cleve and Ted, Yearly 25 USD check in snail mail. Thank you both for your dedication to *RUPANEWS*.

Seven decades and it feels like it. Electronic Flt Bag would have been a help! The USS Midway Aircraft Carrier Museum is now located on the downtown San Diego waterfront and is a great tour attraction.

Help: I am seeking a "straight" AD-6/7 Skyraider airplane to be restored to museum quality and placed aboard the Midway. It would be supported

by my www.fistofthefleet.org, a non-profit 501(C)(19) military organization; I would like to be told of the location and any contact info regarding same. R/C soloed my 10 year-old Grandson, Joey, this summer (getting him ready for UCAV pilot-of-the-future).

Waiting 3rd return from Iraq of Son-in-Law, Lt/Col Miller, 1st Div USMC.

Until next year, enjoy every sunrise! *Chuck*

JERE D. MURPHY—Osterville, MA

Dear Cleve, What to report on in the last year or so?

In December 2002 I fractured my right leg while skiing at Beaver Creek in Colorado, the second day of our two week trip. Not to be outdone my wife, Paula, a retired F.A. who was waiting with a group of us as we picked out the proper descent trail was in the wrong place and was hit. For her effort she was the winner of two fractured legs and had to have ACL replacement surgery. That happened on the first day of a two week excursion to Beaver Creek in December 2003. We just can't wait to get back this year.

I ran into Bill Surprise and Dave Hoyt at Brax Landing in Cape Cod last month. Bill was great to fly with and an excellent pilot as I'm sure Dave was too. It was good to see both – the good old days were really the good old days.

Take care, be careful and thanks for your work and effort. *Jere*



HOW TO SURVIVE AN EARTHQUAKE

Reviewing message boards late one night, I became captivated reviewing a thread regarding an excerpt from an article written about Doug Copp, rescue chief and disaster manager for the American Rescue Team International (ARTI), the world's most experienced rescue team. The message was linked to the Web site listed as the source (Bytes For All).

My curiosity aroused, I clicked and read a brief but fascinating synopsis of Copp's method for surviving an earthquake. He even made an instructional film about it. Copp's theory about survival: "The height of the object that remains acts as a kind of roofbeam to the void next to it, which will tend to end up with a sloping roof over it." When buildings collapse, the weight of the ceilings falling upon the objects or furniture inside somewhat crushes them, but the height of the object that remains acts as a kind of roofbeam to the space or void next to it, which will tend to end up with a sloping roof over it.

"This space for survival Copp terms the *triangle of life*. The larger and stronger the object, the less it will compact. The less it compacts, the larger the void next to it will be. Such triangles are the most common shape to be found in a collapsed building."

The steps to survive the fall of a building due to an earthquake:

- Move next to a solid object
- Assume the fetal position
- Avoid stairs
- Avoid the bottom floor
- Avoid doorways
- Lie beside not inside your car

Move to near the outer walls of buildings or outside them

The advice Copp gives about not following his suggestions will stay with me for a while: "***Everyone who simply ducks and covers when buildings collapse is crushed to death -- every time without exception.***"

Mercola.com

ANYWAY

People are illogical, unreasonable and self-centered. Love them anyway.

If you do good, people will accuse you of selfish ulterior motives. Do good anyway.

If you're successful, you'll win false friends and true enemies. Succeed anyway.

The good you do today will be forgotten tomorrow. Do good anyway.

Honesty and frankness make you vulnerable. Be honest and frank anyway.

The biggest men and women with the biggest ideas can be shot down by the smallest men and women with the smallest minds. Think big anyway.

People favor underdogs but follow only top dogs. Fight for a few underdogs anyway.

What you spend years building may be destroyed overnight. Build anyway.

People really need help but may attack you if you do help them. Help people anyway.

And finally, give the world the best you have and you'll get kicked in the teeth. Give the world the best you have anyway.

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.

BOB & DEE NORRIS

My birth date has passed and so has the requirement to send in my dues. Another year of good open cockpit flying in our Fleet bi-plane. It seems we are out every Wednesday and Saturday mornings. The most fun is flying the EAA Young Eagles. Son Craig is still holding on a cockpit seat after being bumped from the left seat at UAL. Our oldest boy decided to learn to fly and worked with him this year and he passed his Private Pilots exam in August. Middle son Bruce just bought a 1967 Champ so I can finish training our only grandson to fly. Expert witness work supplements the United pension, and the way it may work out with UAL it may have to be more than a supplement. My wife Dee and I are still carving marble and had several pieces entered into competition...so far only honorable mention. No international travel this year, but next year to Italy, Scotland and France for several months. Oldest son Dan and middle son Bruce as well as one of our granddaughters, Kim, ran a marathon in Montana this year; I paced the team with a car...great fun. Dan matched my best marathon time of 3 hours and forty-three minutes in his first attempt. Deeply appreciate all the news and the great effort all our putting forth to get out the newsletter and fight our battles...until next year take care.. *Bob & Dee Norris*

SAM O'DANIEL

Hi Ted, Cleve, and the rest of the Fold'n n Stuffin Group,

Starting my second year in retirement and "Lovin' " it !!

Thanks for taking on the job of *RUPANEWS* editor, it's nice to see some of the "Class#74" still active.

Hope the "News " from United leaves some of our retirement benefits intact, since we are now relegated to "Interested Outside Observers" !!

Judy and I have been traveling a lot, and trying to work on the golf game at the same time. Luckily Mike Raines now lives in MEM and we are able to play his course when we visit the family there.

Took the full family to Kona in July, sandwiched between trips to MEM, ONT, TYS, and SAN.

Taking care of the Moms long distance takes its toll, but that is what we do a lot of these days.

Hi to all, if you are passing through Evergreen, Colorado, give a call and see if we are home. There is plenty of "Cold Beer, or Iced Tea" for any weary traveler !!! (303-674-4515)

Check is in snail mail, *Sam O'Daniel*

BOB OGLESBY—Washoe Valley, NV

Hello Ted, Thanks for taking over for Jock. Jock was a great guy and is missed.

As for the Oglesbys, we are doing well. Last year Sandi and I sold the last of our tree farm here in Washoe Valley. In place of the farm we got a second home in Palm Desert, CA. We are both happy to be out of the agriculture business and devoting more of our time to golf. So now it's summers in Northern Nevada and winters in Southern California.

Best Wishes to All Our Friends, *Bob & Sandi*

STEVE PAHS

Sixteen-plus-since the infamous R-DAY; and, I am still clicking along... We both seem to be in excellent health—considering our vintage! Both of my knees are bad--no cartilage. I refuse to have that "barbaric" surgery for knee replacement... Why can't they just squirt stryfoam, etc. into the joint? RE: *RUPANEWS*, last issue; I will try WD-40. However, in June; I again passed the FAA 1st Class physical with NO WAIVERS.

Mary Jo and I are still shooting SKEET and TRAP at Buckley AFB. Naturally, she is the better shot!

We spent Sept. in Spain. Saw the last bull-fight of the season in Ronda. It was Portuguese style; matador on horseback. But dismounts for the finish. Flew military

Space-A on a C-5 to Westover Air Base. Next day; BOS-DEN UAL. We tried Italy in March. Landing at Venice in a blizzard. All the city sidewalks were awash! Went by

rail to Vicenza Army base, then Aviano Air Base. More cold weather!!! An Italian bartender in Sicily said it was going to be this way the rest of the month... 3 feet of snow in CRETE! So flew Mil-Air to Rota, Spain. Again C-5 this time to Dover AFB; next day UAL PHL-DEN,

Did the AOPA seminar in May. Renewing my Certified Instructor licenses. Instrument and Multi-Engine. Just in case I may have to see employment; with the UAL mess!

28 Aug; we will do UAL: DEN-ORD-FRA; Lufthansa FRA-Munich; R,R, to Garmisch, Germany. Three weeks at the Armed Forces R & R hotel. Then Northern Italy, exit Europe Mil-Air from Spain.

PS. I do not like your new "clean Format" for us... At my age; name recognition needs help with more info; e.g. Dates, domiciles, current address, etc. Do not have the time and/or patience for computers, FAX, E-mail, etc... Perhaps someone could supply me with the information to type your 3 1/2" wide columns on my IBM Selectric II with

LETTER GOTHIC 11 point typing ball.

I do believe; I had the Great Days with UAL; Red, white and blue. Rule of 5, Patterson, Petty, et al...

Steve

ELIZABETH PETERSON—Wenatchee, WA

Hi, and it's newsletter time. The month of August 2004, for me could have been renamed "worry", and I'm thankful it's now "history". Early in the month my daughter and family were vacationing in the Cayman Islands and were confronted with Hurricane "Charley" and "Earl". They were delayed four days. The airlines were very accommodating and just rescheduled their flights – not so with the extra condo expenses and it got pricey!

About the middle of the month, Wenatchee and the surrounding area had a siege of terrible forest fires. Grandson, John, had just become a fireman and he had immediate employment. He was working all night and sleeping days and I couldn't contact him. Concurrently, our church, in association with the American Red Cross was setting up on evacuation center. It was a good thing I was kept occupied. As it was, we didn't have too many evacuees, but we were well prepared for many.

Sorry I have no computer. I continue to enjoy the *RUPANEWS* and deeply appreciate all the efforts of the ones who put it together. *Elizabeth*

JOHN & JO ANN PINTER—Vermillion, OH

Hi All, Wow, am I late with this letter and dues. I thought our Golden Years were to be tranquil and we just sat with nothing to do all day. This year is the busiest of all the last 5 years since retirement. Time isn't marching it is in a full run.

I now know what it is like to "Fight City Hall". We had an underground fuel leak in one of our Yacht Club's storage tanks. The red tape, stonewalls and bureaucracy at the state level is unbelievable. It's been almost two years and it is still not resolved. I'm involved in an attempt to put in new sewers, storm drains, and streets in our neighborhood and if dealing with the State is bad the city is a close second. To make matters worse we want to pave the parking lot at the Yacht Club but it runs along the city street and we need to coordinate with the city so the grade is consistent with the new streets (when and if we get them). City Government is probably the training ground for the state jobs. If that isn't enough I have to deal with the Corp. of Engineers to renew our dredging permit that expired this year. A simple letter should suffice right? Well a simple letter and about a dozen phone calls later we still don't have a permit but have been told not to worry we will get it. Then I find out through unofficial channels that the permit is being held up because the Ohio Dept. of Natural Resources wants a "Consistency" form signed that merely says we will do what we said in our application. If I would have been notified of this months ago through official channels, I would have signed the form and we would be able to dredge. Hell, summer is almost over.

Anyway, on to better things. Our couple's golf league was disbanded this year and we were invited to join a group of 20 couples that travel to different courses every Monday. Each couple hosts a Monday and chooses a course, foursome parings and restaurant to eat at afterward. It is a lot of fun and we enjoy it better than playing in a league. My wife plays in a woman's league on Thursdays so the guys get together and travel to other courses around the area. Then my wife and I try to get in a solo game sometime during the week.

As I said last year, we bought a condo in Tequesta FL, and have been busy this past winter remodeling, decorating and settling the unit. It is on a golf course so we play all winter long. It is also situated along a river so we bought a boat too. Trouble is

boating and golf doesn't mix well since both uses the same weather. We shipped the boat north and enjoy it on Lake Erie in the summer and will ship it south to run the intercoastal or even cross to the Bahamas and visit friends that are over there on their boats. It's a 28ft. Proline walk-around with twin 225 hp outboards. A super boat but like all boats it does require much attention.

Our plans will be to spend October and November in FL then the holidays back in Ohio. We will then spend January through April in Florida. That is of course if United doesn't screw up our plans. What ever happens though I still plan on making life fun. As long as we have our health we can weather any storm.

John & JoAnn

RAY RANDALL, JR—Federal Way, WA

Hi Cleve, A little late but enclosed is a check. Just got back from San Francisco where I attended a reunion of my old World War II Marine fighter squadron. Out of 35 flight officers only 7 of us showed up. Must be getting old. Enjoyed getting together with them.

Want to thank the guys and gals that go to all that work to put out the paper. *Ray*

HOWARD REID—Roggen, Colorado

Dear Ted,

Thirty three years since retirement! Both Doris and I are still healthy. Country living seems to work well.

Our traveling is mostly in the western U.S., Ariz, CA, Utah, etc. plus trips to Iowa and Texas. It takes an average of three hours to drive to Denver, park & check in at the airport for a United flight. Much easier to fire up the 210 on our private airstrip and in going to SLC, OMA, ABQ we are there before we would be getting out of DEN on UAL. When we go to SAN, UAL lands at Lindbergh while we visit near Montgomery Field so we can still equal trip time with UAL.

Farming is picking up steam after five years of drought.

Kids and grandkids all doing well.

Regards to all, *Howard Reid*

RICK ROBBERS—Belfair, WA

Dear Cleve: Some of us are slow learners as it has taken me 16 years to finally join RUPA. Not sure why as I always enjoyed reading those Readers Digest size RUPA newsletters that were laying around dispatch when I was working.

Since I enjoy reading what the rest of you have been doing maybe someone might like to read what I am up to.

Molly and I are still living in our retirement home on the Puget Sound. We dig clams and harvest our oysters though they don't seem to work as well as they used to. Our oldest son lives next door and he and I brew and drink a lot of beer. We also play a lot of golf and argue about politics and sports. Our three daughters live in the Seattle area and seem determined to be single career women. Our number two son flies for America West so lives in the Phoenix area. That means Molly and I have to spend our winters down there playing golf and spoiling our only grandkids.

I do not fly anymore. In the mid nineties I had a bout with cancer and had such a battle with the FAA trying to keep my Third Class Medical that I finally said to heck with it. We have done some traveling; especially enjoy New Zealand and Australia. Next month we will make our third trip to the Maritime Provinces. A very pretty spot in the fall with some nice uncrowded golf courses.

If any of you are in the Pacific Northwest, or Phoenix area in the winter, give me a call. The beer is usually cold and I'll laugh at your lousy jokes and believe all your lies.

Thanks to all for the time and effort to produce the newsletter and arrange the various activities for RUPA members. *Rick*

JACK SCHRANDT—Madison, WI

Dear Cleve, Can't believe it's been eight years already, but time flies when you're having fun. Have been able to make it to Thailand, Brazil, Mexico, Europe and England this past year, so no moss is growing.

Still trying to get the handicap down – golf must be one of the most addictive activities going.

Many thanks to you and all whose hard work produce the RUPANEWS. *Jack*

THE NUTS HAVE IT

If there's one idea that I always want to get across about maintaining a healthy lifestyle, it's that it doesn't always have to cost a fortune. I'm always on the lookout for inexpensive, yet effective, ways you can protect and preserve your health. New research shows that enormous health benefits can be achieved for peanuts...or, should I say, *from* peanuts.

The latest study has found that when one serving of peanuts (one ounce) was consumed five or more times a week, there was a 25 percent reduced risk of cholecystectomy (gallbladder removal). When 1/2 serving of peanut butter (which is 1 tablespoon) was consumed five or more times a week, the risk of having to have one's gallbladder removed was reduced by 15 percent. (*Am J Clinical Nutr* 04:80(1):76-81)

In another study, at Purdue University, these same serving amounts were shown to significantly reduce blood triglyceride levels. Levels consistently dropped anywhere from 13 to 24 percent simply by consuming peanuts or peanut butter. (*J Am Coll Nutr* 03 ;22 (2)-.133-141)

Another recent study found that 1 ounce of peanuts consumed five or more times a day reduced the risk of developing type 2 (adult-onset) diabetes by 27 percent. And, eating 1/2 serving of peanut butter five or more times a week resulted in a reduced risk of 21 percent. (*JAMA* 02 ;288(20)-.2554-60)

For some unknown reason there's the misconception in this country that because nuts have a higher fat content, they're fattening. All the research, however, has shown that although nuts are nutrient-dense and have a high energy content in the form of beneficial fat, individuals tend to offset these fats by decreasing their intake from other sources of energy. In the above gallbladder study, like many before it, researchers found that the individuals who consumed more nuts tended to weigh less.

If you haven't included peanuts and other nuts in your diet, all I can say is...well, you're nuts. It's one of the easiest, most pleasant, and least expensive ways to help stabilize or lose weight and protect your health at the same time.

Take Care, *Dr. David Williams*

AN OLD FARMER

An old farmer in Kansas had owned a large farm for several years. He had a large pond in the back, fixed up nice; picnic tables, horseshoe courts, and some apple and peach trees. The pond was properly shaped and fixed up for swimming when it was built.

One evening the old farmer decided to go down to the pond and look it over, as he hadn't been there for a while. He grabbed a five gallon bucket to bring back some fruit and as he neared the pond, he heard voices shouting and laughing with glee.

As he came closer he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end of the pond.

One of the women shouted to him, "We're not coming out until you leave!"

The old man frowned, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked." Holding the bucket up he said, "I'm here to feed the alligator."

Moral: Old age and cunning will triumph over youth and enthusiasm every time

ED "CURLY" SLOBODIAN—Ellensburg, WA

Hi Cleve; This is my first attempt at writing my yearly note on the "confuser"---one finger typing is slow!!

All is well here, just the usual growing number of aches and pains as time marches on. I'm sure most of us are in the same boat as we line up our daily "life support" pills!! Now we have to get back to this mail order stuff unless some of our geniuses can figure a way out of it!

Highlight of the year was a trip to the Ukraine in August---got to see where my parents were born and raised. We met about 50 relatives, some of whom we never knew existed until we got there. (I'm sure there are more!) They all live in the western part, in farm country, so luxuries are few. They have electricity, TV's, some gas heat and very little running water--the outdoor biffy was the order of the day and they left a lot to be desired! But they have plenty of good food and the beer and vodka is wonderful.

We ended the trip with a 12 day cruise down the Dnieper river from Kiev to Yalta and Odessa on the Black Sea --very good to excellent in all categories and a great way to see a lot of the country.

Between Kiev and the farm country we saw the worst of worst and the best of the best, the very poor and the very rich. The average wage in Kiev is about \$100/mo and there are a lot of expensive cars there--Mercedes, Lexuses, Bimmers and a lot of assorted SUV's. We even saw a Lincoln Navigator in Yalta--you can assume that these people have other things going!!

Overall, it was a great experience and it is good to be home. I think that everyone in this country should be forced to spend a week in the poorer areas over there--it would make them realize just how well off we are here!!

Enough for this year. Thanks to you all for your patience and hard work, and the check's in the mail.

Curly

F. B. STEVE STEPHENSON—Sonoma, CA

Dear Cleve, Number 77 done came and went. Time for the annual check, enclosed, Past time, actually.

Still occasionally wake up sweating because my flight bag is missing. Other than that all well and healthy here. Doesn't seem that seventeen years have gone someplace.

Thank you all for the monthly news. *Steve*

JOE SVENDSEN—Yorba Linda, CA

Hi: Time for some stamp money. Had a good year last year, went to Thailand went to the River Kawai. Walked across the bridge and rode a train across it. The museum was great and the Cemetery was like a park. Over 4,000 British and other soldiers buried there. It was quite impressive.

Later went from Ft. Lauderdale to San Diego through the Panama Canal. Great trip.

All for now, thanks to the Folders and Stuffers. *Joe*

CHARLES F. THOM—Goodyear, AZ

Dear Ted & Cleve, Sandie and I arrived in SFO from SNY on my final flight about 0830, three years ago today. It was 9/10/2001, the Last day it was still Fun to fly.

All three kids (Chris, 35; Mike, 29; Keri, 26) met us (a surprise!), and we all enjoyed an absolutely marvelous day on the SFO Embarcadero. We got Mike and Keri back to PHX by the dinner hour, and also Chris back to MRY. Sandie and I spontaneously decided to stay overnight, enjoy the wharf, and retirement, and to fly home on 9/11.

0630m 9/11, the nightmare began. Keri called, crying and said, "just turn on the TV." After about 90 minutes, Sandie and I decided to bail out. In my uniform, I coaxed Enterprise to allow us a one-way car to MRY, which they normally don't do. Later, they very graciously refunded the one-way charge, due to the very unusual emergency situation. We were going to borrow a car from Chris, but wound up renting a one-way car from Hertz to PHX.

My retirement party was scheduled a mere four days later at our home in PHX. We were there in time to complete the setup, but most of our United friends were unable to attend, due to the grounding and resulting standby backlog of all flights that week.

The timing of my final flight was a fluke. I had moved it earlier by five days when I realized I was only required to fly one trip in Sept.

We hope, as all of us do, that the timing of our careers and retirement is just as lucky.

Two years ago, Sandie and I had no grandchildren, now we have three grandsons, a granddaughter and another grandson due Oct. 1. We are blessed.

Keep the faith! *Chuck*

ERNIE THOMAS

Hello everyone! The big seven-oh (70) coming up in November. But there's nothing wrong with birthdays—the more you have the longer you live. I am in good health and quite comfortable, except for just a little concern over the pension future. In August I spent two weeks in Dublin (the one in Ireland) and had a great time with the locals. Visited the Source of Guinness, and it's true that it tastes better at St James Gate.

Here in the Low Country, we have dodged several bullets this hurricane season, but today we are watching Jeanne headed this way. Who knows, by the time this is published, I may be on the roof.

My new granddaughter was born in February. I made it to Boulder with about 4 hours to spare. What a cutie she is!

...Golf, travel, Barbershop singing, doing some volunteer work with Second Helpings—the years go by. I live in my own little world. But it's Okay. They know me here. All the best... *ET*

STOKES TOMLIN—Hamilton, VA

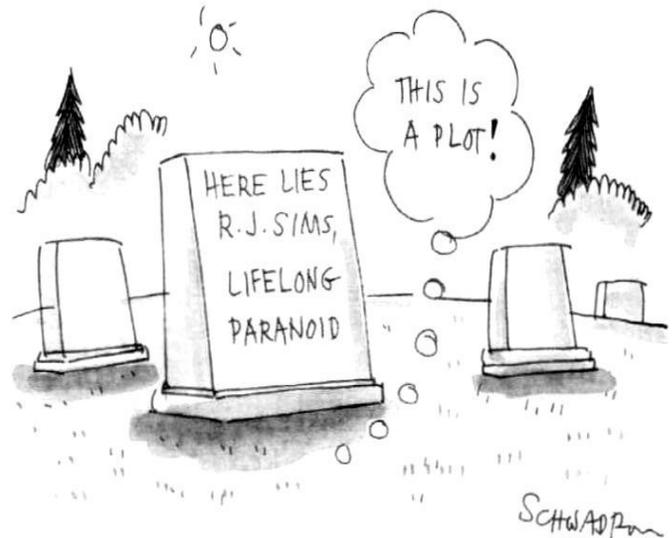
This birthday happens to be a big one! At least in my eyes! Not only will I turn 65 this month, but in the light of our present troubles, I am very happy to do so! It is my understanding that one gets a better deal from the PBGC if they are over 65 when the pensions get busted! How's that for an attitude?

I never thought I would see the day when the greatest company in the world would come to this sad end. So, I plan to keep my job helping the FAA figure out how to transition from VOR's to GPS and beyond. I've been working at this for the better part of four years and there has been no forward progress, but plenty of lateral missteps!

I guess the best thing to come along this year is my little Toyota Prius-nine months now, 11,000 miles and no problems-at 50 mpg or better!

Hope we're all here this time next year- and HAPPY!

Hello, and "Keep the Blue Side Up", to all my old flying partners and friends-, *Stokes*



DEAN TURNER

At 87 seeing so many of my contemporaries "flying west", I realize that I'm in that line. Looking back at a major portion of my life spent with UAL and associating with a wonderful group of friends compels me to thank you all for the experiences. They run the gamut from the "God" ego to the humility of asking Him for help to arrive safely at our destination. Along the way I thought about life and death, so I developed a poetic fascination with some of the published prose on the philosophies of eternity. I was impressed with the poem you published by Philip Larkins "Aubade". It seems to follow some what Shakespeare's line, "Life is a tale told by an idiot, full of sound and fury, signifying nothing"! My gratitude and thanks go to all the inspiring wonderful people it was my privilege to meet along the way. *Dean*

JIM. E. "Muddy" WATERS—Wilmington, NC

Hi, Cleve, I'm saddened as I write this since it brings to mind again the loss of Jock Savage. As I have written elsewhere, he was one of the two best union men I ever knew. The other was the late Captain Pat Brodigan of DCA. They both exemplified ALPA at its best.

All our news this year is about family. On February first we became grandparents when our daughter-in-law Julie had a boy, Colin James Waters. (Only the cutest kid ever born! Wanna see some pictures? Video tapes?)

In June we flew to BOS to see our son Mike graduate from Harvard's JFK School of Government. He took a job with the Congressional Budget Office in

Washington. He and Julie bought a house in our old northern Virginia zip code, a mile or so from the house he lived in from age four until he graduated from the Naval Academy. I guess he likes the area.

Mike is still flying with the Naval Reserve as a flight instructor in the T-34C at Pensacola. (Whiting Field, to be exact) He loves it. He's a Lt. Commander, and knows that this is almost certainly his last flying job, so he's making the most of it. He has given up on airline flying, which was tough to do, but as someone said, reality bites hard.

Amazingly, I have improved my golf game considerably by switching to the Jerry Heard Super Swing. I find it helps achieve consistency and is easier on my back. We live beside a 563-yard par five that plays to an elevated green with a real "Death Valley" just to its left. If you ask me, it should be a par eight. The best I've done is to bogey it a couple of times, and if I ever shoot par there, I'll call CNN. Check the super swing out on the net. Just google "heard super swing."

That's about all our news. Six years retired, and I'm 27 pounds lighter and feel better than I have in years. The sea air here in southeast NC must agree with me.

Cheers, *Muddy & Robin*

JIM AND DEBBIE WAUGH

Hi Ted, We thank you for all of your work for RUPA. You are picking up the reins from Jock, may God rest his soul, and that is a very large set of shoes to fill. My hat is off to you lad. Snail mail has my postage contribution for this year.

This last year has been interesting for us and all UAL retires. I suppose that most recently, Judge Wedoff's court of United's bankruptcy has been the focus of our attention.

It appears that United didn't have any good ideas when the \$1 B loan guarantee was turned down but they were quick to point out that they could stick \$6.2 B in the government's ear, so to speak. I hope that wasn't their motive because the "government" turns out to be the tax payers and that includes us and I'll bet we won't even get a kiss.

It seems that the fiduciaries of our retirement funds "quietly" resigned their duties a few months back and the government took strong exception to that with the IAM filing lawsuits on that subject and others in federal court. Judge Wedoff listened to United admit that, contrary to what they had previously said, they really were not limited in making

contributions to our pension funds. It appears that Judge Wedoff took exception to both these issues and ruled that we could not sue them in federal court but that we could sue them in his court. I don't know much about all of this, but I think that I find those terms acceptable.

Last year Debbie and I received a new lease on life, so I'll share a little in case someone else can benefit from it: It is called the South Beach Diet which is not really a diet but the results are very compelling for us. The ten second version of it is to avoid food with high glycemic indexes and saturated and trans fats. By eating foods that do not elevate our insulin levels to the rafters we can save ourselves a lot of problems. It is not meant to be a low carb diet because the proper carbs are good for us. Insulin is a hormone and when that is elevated to very high levels other hormones apparently get all out of sorts.

I had to drop my blood pressure medicine of 5 years soon after I started the diet and after 9 months it is still normal. I had bursitis in my shoulder and couldn't lift my hand above my shoulder. It disappeared as did all of my aches and pains in my joints from legs to hands to back to everywhere. I couldn't use a hammer without shooting pains in my knuckles. My energy level is excellent and I now know what a normal stool is. All of my labs at physical time last year were all in undesirable places and going higher. This year, every one of them was in a very good place. Total cholesterol took a dive with the HDL rising.

Mine has always been high. Even my PSA, which was at 16+ and climbing was headed down. I've had three sets of 12 biopsies, all negative. I took my physician a book on this at my physical this spring. He said that he preferred the physician's two minute version of these things and continued with my physical. I continued to enumerate all of my improvements including the loss of weight and he did not respond. I told him that my wife's hot flashes disappeared and he came to life, picked up the book from under my clothes, thumbed through it and laid it on his desk without saying a word. Debbie can bring them back on command now. She just has a sweet dessert for dinner and here comes another hot flash that evening.

A few months back, I visited President Monroe's home for a tour. We found ourselves being led into the dining room where there was a table overflowing with desserts that were common in the days of President Monroe. It was lunch time and we were all hungry and eager to help ourselves for most of them were adorned with whipped cream. The ladies

who kept this table stocked said that we probably did not want to eat these as they were 4 months old. They looked like they had been made that morning. They made a new set every six months!

We asked what they had used and they responded that we could go to the freezer case of our favorite grocery store and pick up a container of our favorite whipped topping! They said that it did not melt at room temperature in a non air conditioned house in Virginia, even in the summer, it did not rot and that insects would not eat it.

Hydrogenated vegetable oil is the main ingredient of our favorite topping and I am told that it and partially hydrogenated vegetable oils are now listed by the government as an official cause of death. It seems that this process breaks down the oil into such small particles that they slip through the walls of our arteries and lodge there closing off the vessel from within and that our body does not know what to do with it. We are talking about one of those trans fats that is found in almost every processed food out there because it has an almost unlimited shelf life.

Til next year, you all be careful out there, ya hear?
Jim and Debbie Waugh

DONALD WEBER—Federal Way, WA

Dear Cleve: Another year has rolled over since retirement. Hard to believe it's been eight years. Things are going fine with Vicki and me.

I am still working at Alteon Training in Seattle, a Boeing Company that does all Boeing's flight training. We still have to take a "PC" every six months and its amazing that older pilots can still fly.

We went on a 19 day cruise from Ft. Lauderdale to Vancouver, B.C. in February and it was wonderful. Our son is getting married in Maui this October, so it's off to the islands for a short vacation. This summer I had my 50th high school reunion in Pittsburgh and had to get a real ticket to get there and back from Seattle. Load factors were 88% and higher.

Vicki is still enjoying her retired life as an ex-flight attendant. Both of us are glad we are not flying today. It really isn't the same and not even close.

Thanks again for all the effort in publishing our wonderful monthly letter. You don't get enough credit for the great job you do. Enclosed is a check for another year of great reading.

Thanks Again, *Dan*

IN MEMORIAM

MARGARET "PEGGY" ANDERSON

Dear Cleve: Please be notified that my wife, Margaret "Peggy", passed away after a long struggle with Parkinson's. Sincerely, *John H. Anderson*

ROBERT JOHN BAUMANN

Robert John Baumann passed away August 24, 2004. Bob was a graduate of Mount Vernon High School in Alexandria, Va. and received a B.A. from Furman University. He returned to his alma mater, Mount Vernon, where he taught and coached for one year. In 1951, he entered the Air Force for pilot training. Upon completion, he was assigned to Japan, flying to Korea and Southeast Asia. In 1956, he was hired by Capital Airlines, which later merged with United Airlines. He spent his career domiciled in the Washington, D.C. area. He was a member of the Kappa Alpha fraternity and the Mount Vernon Masonic Lodge. He is survived by his wife, Beatrice; his daughters, Dianna B. Barron and son-in-law, Jim and Susan B. Johnson and son-in-law, Jay; and his grandchildren, Elizabeth, Christy, Jay Jr. and Jenny. A funeral service will be held at 1 p.m. Friday, August 27 at Christ Church Episcopal, 5000 Pouncey Tract Road, Glen Allen, Va. In lieu of flowers, memorial contributions may be made to Bon Secours Hospice Foundation, 8580 Magellan Parkway, Building 4, Richmond, VA 23257.

ROBERT CHARLES CROSS

Bob Cross was born Sept. 2, 1921, in Detroit, Mich., and passed away on his 83rd birthday, Sept. 2, 2004 in Ventura after a brief illness.

Bob had a lifelong love of flying and served his country during World War II in the Army Air Corp. At the age of 23, he commanded B-17 bombers over Europe with the 486th Bomb Group out of England. Among many other medals of service he received as B-17 commander, he was awarded the Distinguished Flying Cross for completing one particular bombing run as lead bomber. During this

mission, he lost three of the four engines to enemy fire. He then was forced to make a single-engine emergency landing into an Allied fighter strip near the front lines of France. All his crew survived the landing.

After leaving the service with the rank of major, he assumed a career in flying with Capital Airlines in 1946 as a DC-3 co-pilot. Bob flew with both Capital Airlines and United Airlines until his retirement in 1981, covering much of the world and commanding virtually every aircraft United maintained in its inventory.

During retirement, Bob remained active in the community, volunteering his time and abilities in public service, while pursuing his hobbies in electronics and as a ham radio operator. He was commended by the city of Ventura, for his part in the operation of a volunteer radio patrol program involving the Ventura Police Department. He also received accolades for assisting in brush-fire support, as a ham radio operator. In 1989, Bob assumed the responsibility of commander of the 486th Bomb Group Association and remained in that capacity for several years.

Bob was preceded in death by his wife of 55 years, Christine Cross, and is survived by a brother, children and grandchildren.

WILLIAM LYNN EBLEN

William Lynn Eblen, 84, a retired pilot with United Airlines, died of congestive heart failure Aug. 11 at a nursing home in Jeffersonville, Ind., where he had lived for the past three years.

Mr. Eblen, a Fairfax resident for 51 years, was born in Louisville. During World War II, he served in the Army Air Forces in Europe and flew 35 combat missions. His awards included the Distinguished Flying Cross and the Air Medal.

After the war, he flew for Pennsylvania Central Airlines, which became Capital Airlines until it merged with United Airlines in 1961. He flew for 35 years until his retirement in 1980.

He was a member of the Elks Club, the Fairfax Rod and Gun Club, Mended Hearts support group, Compassionate Friends support group and Fairfax United Methodist Church. He was also a member of the Airline Pilots Association, the 91st Bomb

Group Memorial Association and the Retired United Pilots Association.

A son, James "Skip" Eblen, died in 1981. Survivors include his wife, Alma L. Eblen of Jeffersonville; a daughter, Carol Andrew of West Point, Ind.; two sons, William B. Eblen of Jeffersonville and Jeffrey Eblen of Dayton, Ohio; and five grandchildren.

JAMES COMPTON GATES

Dear Ted: This is to let you know that my husband James Compton Gates passed away in his 82nd year on September 1, 2004 after a long illness. A memorial service was held in Denver on Sept 11 with several United friends in attendance. His passing is a great loss to all of us..

May I ask that future issues of the *RUPANEWS* be readdressed to me: Judith Adams-Gates.

A big thanks to all of you for all the hard work that goes into putting out this publication,

Yours sincerely, *Judith A. Gates*

A. R. "SATCH" HOGHLAND

A. R. "Satch" Hoghland went west on Saturday the 4th of Sept. Cause of death unknown. A memorial service was held on Wednesday the 8th at Chapel Hill Mortuary, in Englewood, CO.

Ted Wilkinson

ED NIBUR

Hi Cleve, It was with great sadness that we learned that Ed Nibur flew west on August 12th. I don't think there was a better liked or more respected airman in the history of U.S. aviation, from his barnstorming days in his New Standard D-25, NC3000 to his retirement on the DC-8. For those of you who didn't know him, I would like to describe his last trip for UAL.

On November 23, 1969 I had the honor of flying co-pilot for Ed on Flight 988, ship 2269, from HNL nonstop to JFK. The folks in operations kept Ed and his wife, Lillian, in the office until the last minute while they rolled out the red carpet from the terminal (no jetways in those days) to the stairs to the DC-8-62. They had the flight crew and ground

crew all lined up on each side of the red carpet each with a flower lei. By the time Ed got to the stairs, he couldn't see where he was going.

When we finally got flight 988 ready to move, HNL ground control cleared us to the runway and congratulated him on his last trip. And so it went. HNL tower, departure, center all had something nice to say. Oakland center picked it up and every single controller across the country congratulated Ed. When we got handed off to NY approach they said "Capt. Nibur, how would you like to do a few turns in the old Colt's Neck holding pattern for old time sake." Ed stated that we had been in the air for nine and a half hours but thanks anyway. JFK tower: "Capt. Nibur there is no wind, what runway would you like?" Ed: "I have been waiting 30 years for this kind of treatment, how about straight in on 04L."

I can't describe the mob scene waiting at the gate for flight 988 but I guess you get the picture.

Regards, *Ken Perkins*

ALVIN G. ORR, SR

It is with great sadness that I must share with you the death of Alvin C. Orr, Sr., who was taken from us on August 12, 2004 in a tragic automobile accident. He enjoyed life to the fullest and never held back. His passion was flying, fishing, traveling and relaxing with a good western book. Survivors include his wife, De Etta and their four children.

It would be greatly appreciated if you would share this information within your organization and newsletter as Alvin touched so many lives. He will be surely missed.

Regards, *Maria Bender* (Alvin's daughter)

KARL EHRESMAN RUNKLE

Karl Runkle of Escondido, CA passed away Tuesday Sept, 7th at his home after a stroke. He was 85. Karl lived on Lloyds Neck, Long Island, NY with his wife Mona and two children for over 20 years prior to moving to California where they had lived for thirty years. A native of Schenectady, NY, Karl joined United Airlines in 1942 after graduating from Williston Academy in NY and attending Iowa

State University. Karl served as First Officer when he joined United Airlines. During World War II he flew the Pacific and Alaska military supply routes and was promoted to Captain in 1945.

He met his wife Mona, a stewardess for United, and they married in 1947. Karl started his career in the DC-3 and finished in the Boeing 747. During his career he served on many Airline Pilot committees and spent several years as a flight manager in the New York area before retiring in 1979. He was a lifelong member of RUPA. Karl and his wife Mona spent their retirement years traveling the world.

Among his accomplishments, Karl was co-owner and developer of the Mana Kai Maui Resort on Maui, Hawaii. For over thirty years he was active as a board of director at Mana Kai.

He is survived by his wife Mona Runkle, children, grandchildren and great grandchildren.

His ashes will be distributed at Lake George New York where he spent many memorable childhood days camping with his parents and brother.

There will be no services. In lieu of flowers please send donations to YMCA Camp at Chingachook, 1872 Pilot Knob Rd., Kattskill Bay, NY 12844 Attn: George Painter Exec. Dir. Please make checks payable to YMCA. *Mona Runkle*

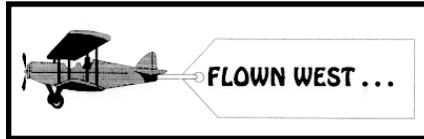
ROBERT B. WILLIAMS, JR

Robert passed away August 4, 2004 after an eight month hospital stay. He is survived by his wife of 58 years, Evelyn, a daughter, four grandchildren and four great-grandchildren.

Before retiring in 1987, he had a 44 year career doing what he loved most, flying. He had 22 years active duty as a naval aviator; and 22 years with United Airlines as an instructor at DENTK and then flying the line. He still had a medical and was flying the Mooney and the Cassutt a week before he got sick.

He was buried August 10, 2004 at the Houston National Cemetery. We miss him so very much.

Evelyn Williams



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| ROBERT B. WILLIAMS, JR | 8/4/2004 |
| WILLIAM LYNN EBLEN | 8/11/2004 |
| ALVIN G. ORR, SR | 8/12/2004 |
| CHARLES M. PETERSEN* | 8/18/2004 |
| ROBERT JOHN BAUMANN | 8/24/2004 |
| JAMES COMPTON GATES | 9/1/2004 |
| ROBERT CHARLES CROSS | 9/2/2004 |
| A. R. "SATCH" HIGHLAND | 9/4/2004 |
| KARL EHRESMAN RUNKLE | 9/4/2004 |

** 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
Last Wed. Hawaii Ono Nenes—Mid Pacific Golf Club

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

- Call. Mar, Nov. Tucson-Tucson Country Club—520-797-3912

Deadline: November 19, 2003

Mailing: December 3, 2003



PERIODICALS

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