



RUPANEWS

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PRESIDENT'S MESSAGE

The last month's issue of the *RUPANEWS* was the first to carry information and details of our Convention in Washington DC. You are encouraged to fill out your registration form and send it in as soon as possible so the organizer can make the proper arrangements, and many of you have done that. Remember to make your own reservations at the hotel. Mention RUPA to receive the special rate of \$84.00 per night. This rate is only good for the time of the Convention. We were unable to receive a favorable rate for the days immediately prior to, or after the convention. Please give us your second choice for tours as requested on the registration form. We must have a minimum of 40 passengers for each tour. If there are not enough signed up for a tour it will be cancelled and you will be given your second choice. I know it is difficult to travel with golf clubs. If you wish to play in the tournament and leave your clubs at home, you can rent new clubs for a nominal fee at the course.

I want to repeat my warning about going downtown during the weekend of the Convention. That weekend is the tenth anniversary of the Million Man March. Louis Farrakhan has asked for a repeat of the 1995 gathering. The downtown area is crowded enough on a normal weekend. The addition of a million demonstrators to the already crowded mall area will be insufferable for the majority of us. If you just have to go downtown, Friday the 14th or Monday the 17th, would be the better days.

We will have a couple of speakers address our members attending the Convention on Friday evening the 14th. Dorothy Belville will speak on how to get your Estate Organized and on assessing the risk of your investment portfolio. We will also have a speaker from either Blue Cross Blue Shield or United Benefits department to explain our medical plan. I'm sure you will have many questions for both speakers.

Our pension checks continue to arrive in a timely manner from United and not the PBGC. From what I read on the URPBPA website, Judge Wedoff has scheduled a ruling on the PBGC's request to take over the Pilots pensions for August 18th. They encourage everyone to write their Representatives and Senators to co-sponsor and support House of Representatives bill HR 2327, and Senate Bills S 861 and S 1158. These bills would provide a six-month moratorium on Defined Benefit Pension Plan terminations and would ease funding requirements for Pension Plans. They suggest it would be best if you e-mail or fax your Representative and Senators as soon as possible as U.S. mail service to government officials is still subject to delay due to irradiating of their mail.

URPBPA and ALPA seem to have a difference of opinions on whether our pensions can be saved by Congressional action. Doug Wilsman has submitted a letter paraphrasing a report from the MEC R & I committee giving their take on the current situation. Their report is for the benefit of the active pilots.

I will be off on the RUPA Cruise until after the 11th of July. If you have questions about the Convention or the Wall of Honor, call me after I return.

Rich

How to renew your subscription to the *RUPANEWS*

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

DANA POINT RUPA LUNCHEON

With a little bit of juggling most of us were able to get out of the direct sun under the blue umbrellas. The first day of summer brought on lively conversations. What Congress is going to do was at the top of the list for most of the time, at least in our corner of the table.

Quite a few of the group members have responded to the "Broken Promises: The United Airlines Pension Crisis." with E-hearings statements. I even got a thank you letter from the office of Democrat Senator George Miller of the Committee of Education & the Workforce, for my letter.

Bill Meyer received a call for a possible interview. All the statements of those that responded are on file.

One letter on file to Congressman Miller was from Ellen Saracini, the wife of Captain Victor Saracini, who was the captain of UAL flight 175 that struck the WTC South Tower on 9/11. A very touching letter.

On Deck here; Carlos Berhard, Walt Bohl, Bob Fuhrmann, John Grady, John Grant, Pete Hansen, Jack Healy, Bill Meyer, Jack Moody, Bill Rollins, Ted Simmons, Bill Stewart, Tony Testa, Joe Udovch, George Webster, Stefan Steinberg and, new to our group, Tom McDermott. Welcome Tom!

RUPA Lunch next month is Tuesday the 19th of July.

Keep those letters going.

Regards, *TED*

HAWAII ONO NENES

Well we had our latest, not last lunch Thursday of last week. It was a normal gorgeous day with great views of the Lani Kai beach from the Lani Kai room. The buffet was great with lots of salads, and hot entrees. The fun part is, we are sharing the buffet with the Rotarians, and they don't know it, so they get all excited when we take "their" food, I try to look guilty.

We managed to find easy solutions to just about everyone of United's, and our, problems. That qualifies us all to be ivory tower leaders.

Attending were Liz & Carl Hankwitz, E.T. Stephens, Marion & Ted Sholl, Diane & Larry Becker, Jay Bouris, and Corky & Jim Sorensen.

We decided we will keep meeting every last Thursday of the month at the Mid Pac Country Club for at least as long as the paychecks keep coming.

Aloha, *Jim*

JOE CARNES MEMORIAL SCHOLARSHIP

The second Joe Carnes Memorial Scholarship was awarded May 19th at Honors night, Crystal Lake South High School in Crystal Lake, IL

The friends of Joe started the fund to honor Joe and we wanted to continue his legacy of service and selflessness after his death.

The 2005 scholarship in the amount of one thousand dollars was awarded to Ms. Musarat Habib. Ms. Habib's dream is to become a teacher and there is no doubt she will achieve that goal.

In the past we would argue an applicant's strong and weak points but in this case we all agreed this was the person we wanted.

Sincerely,
Bob Kelly for the scholarship committee
George Mathes
Rob McCutcheon
Claude Nickell

Tom Wedel

TERMINATION NEWS BY DOUG WILSMAN

(Ramona, CA 6-24-05) I have no special secret sources of information. What you see from me is mostly my "take" on numerous writings that come my way. About 48 hours ago George Mathes forwarded an 18 page document written by the ALPA MEC Retirement and Insurance Committee dated 6-15-05 that gives the active pilots' perspective of the current state of affairs---beautifully written for a layman reader. I will try to paraphrase some of the more significant details.

It is illegal to just divide up the assets according to each pilot's "share" or on the basis of seniority. United and the other legacy airlines and their unions are not guilty of irresponsibly elevating benefits that the carriers couldn't afford. Eleven months before UAL filed for bankruptcy, UAL reported to the IRS that our plan was 101.5% funded. Until October 2005, UAL will have made all the contributions to our plan required by law since its inception.

UAL cannot just reduce the benefits to a level that the assets in the plan will support and continue the plan. That is not legal. The plan got to be in such bad shape because of unrealistic laws, adverse economic conditions and UAL's current financial condition. Under the current law, between October 2005 and the end of 2009, UAL will need to contribute \$1.3B to our plan and a total of \$4.0B for all four plans.

UAL cannot count on a rebound in stocks and interest rates. These factors have actually gotten worse in the last nine months. ALPA strongly considered the possibility of asking UAL to seek IRS waivers of the above payment requirements, but concluded they would not help. They just postpone the payments for three years and UAL would most likely not meet the IRS requirements for such waivers. The judge agreed.

A freeze will not help enough. ALPA/UAL's Contract 2003 has a partial freeze in place now. A total freeze would stop the accrual of new benefits, but the main problem with the solvency of our plan is from the unfunded liability of the benefits already earned! The MEC (and UAL) believe that a freeze would not generate enough savings to make it possible to save our plan.

A freeze in conjunction with a 25-year period to catch up on the unfunded liabilities, as now proposed in Congress, would not help UAL. Even if the catch-up period was 30 years, it wouldn't be long enough. Using the \$550M Convertible Notes to save the A-Plan would not be recommended. "The benefit to all the pilots who will share in the proceeds of the notes is greater if the proceeds are not put in the plan." UAL has given ALPA all the data they have requested about the A-Plan and the finances of the Corporation.

The PBGC suit to seize our plan will either be decided between July 25th and August 18th or there will be a trial date set for shortly after August 18th. We can expect the next Summary Annual Report for 2004 to arrive early in October. The Ground Employees plan "has been terminated by the PBGC and the PBGC has taken control of the plan's assets." Based on the data ALPA has received from UAL, the ALPA actuaries have pegged the PC3 funding level at 75%. They don't say the date the percentage applied to. (On 1-8-05, I estimated the PC3 funding level at 74% as of 12-31-04 ----the date PBGC wants to seize the plan. This number can change daily, with the market value of the investment portfolio. The market closed today down 2% in the last 36 hours.)

The remainder of this ALPA document explains in general terms how post-termination PBGC benefits are calculated. There is nothing that contradicts what I have printed in my PBGC Calculator dated 1-20-05 that was mailed with the February 2005 *RUPANEWS*. That Calculator is still valid if the PBGC succeeds in getting court approval for its seizure effective 12-31-04. If there should be another date for the plan termination I will update the Calculator. E-mail me at DHWilsman@aol.com for a copy of the complete ALPA document referred to above. *Doug*

RUPA CONVENTION REGISTRATION FORM

October 13 through October 17, 2005

NAME _____ SPOUSE/GUEST _____

E-Mail Address (If Applicable) _____

The convention will be held at the Sheraton Reston Hotel, 11810 Sunrise Valley Drive, Reston Virginia. Call the hotel direct a 703-620-9000, or 800-392-7666 to make your reservations, mention RUPA to receive the special rate of \$84.00 per night. **You must make your own reservation.** There are a limited number of rooms at this price so make your reservations as soon as possible. You are encouraged to register early so that the organizers can make the proper arrangements

COST AND FEES

Registration Fee: \$15.00 per person \$ _____

Thursday Dinner Buffet: \$10.00 per person (Oct. 13) \$ _____

Sunday Banquet: \$18.00 per person (Oct. 16) \$ _____

Banquet Dinner Selection: (Show the number of your choice.)

Chicken _____ Flank Steak _____ Salmon _____

Friday Golf: \$78.00 per person (Oct. 14)
Number of golfers _____ @ \$78.00 pp \$ _____

Tours: Friday, October 14th.

Monticello with lunch at the Graves Mountain Lodge \$85.00 pp

Mount Vernon and Arlington National Cemetery \$75.00 pp

Sotterley Plantation \$50.00 pp

First Attendee: Name _____

First Choice _____ \$ _____

Second Choice _____

Second Attendee: Name _____

First Choice _____ \$ _____

Second Choice _____

Tours: Saturday, October 15th.

Gettysburg Battlefield Tour \$50.00 pp

Oatlands Mansion & Antique Fair \$45.00 pp

Loudoun Wine Tour \$65.00 pp

First Attendee: Name _____

First Choice _____ \$ _____

Second Choice _____

Second Attendee: Name _____

First Choice _____ \$ _____

Second Choice _____

Tour: Sunday, October 16th.

Udvar-Hazy, View RUPA Panel and Visit Museum

Number of attendees for Museum _____ @ \$8.00 pp \$ _____

Total for First Choice tours, Registration, Golf and Dinners \$ _____

If you are awarded your 2nd choice tour, an adjustment will be made upon registration.

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

Richard C. Bouska, 2734 Crater Road, Livermore, CA 94550. Phone(925) 443-4339

TOUR AND ACTIVITY PLAN FOR RUPA CONVENTION

We are offering convention attendees a menu of tours and activities including a Coed RUPA Golf Tourney. The tours are historical in nature with the exception of the Winery Tour. Who knows, that might even make history! Some walking will be involved in each of the tours so be sure to have your comfortable shoes. Past weather indicates temperatures between a low of 50 and a high of 68 degrees. The buses we will be using do have restrooms. The plan is for three tours and golf on Friday, three tours on Saturday and then Sunday at the Udvar-Hazy Center with the unveiling of the RUPA Panel. We are going to ask that you sign-up early, with payment, so we can confirm contracts with the bus company. We ask that you indicate a first and second choice. A minimum of 40 participants is necessary for each tour and if there are not enough interested in a particular tour it will have to be canceled and we will move on to your second choice. If that should become necessary, cost differences will be adjusted when you check-in at the convention.

It has been announced in the media that there will be a "Reunion of the Million Man March" on the Mall for the Saturday and Sunday of our reunion. We local folks deem it inadvisable to schedule downtown DC activities for our RUPA visitors due to the expected large crowds and the street closures that usually occur with such gatherings. If individuals have a strong desire to visit the tourist sites on the Mall area, we will assist with directions to the Metro Subway system and would suggest Friday as the more appropriate day even with the usual workday congestion. The Washington Area members of RUPA look forward to seeing and visiting with you. You all come to see us.

FRIDAY OCTOBER 14

Coed Golf Tourney at Reston National Golf Course. 0900 Modified Shotgun Start. Golf Package Includes: 18 Hole Round of Golf with Cart, unlimited range balls and use of practice facility one hour prior to Tee Off, personalized scorecards & custom cart signs, Closest-to-the-Pin and Longest Drive Contest Markers, professional scoring with Scoreboard Display and Awards Lunch Buffet. Fees refunded for rain cancellation. Complimentary Thursday practice with \$20 Cart Fee. Local RUPA arranging bag transport between hotel and clubhouse. Course is adjacent to hotel

\$78 pp includes all of the above including taxes and gratuities

Monticello, home of Thomas Jefferson with lunch at the Graves Mountain Lodge. This 9 hour trip will Depart at 0700 and Return at 1600. The only house in the United States on the United Nations' prestigious World Heritage List of International Treasures. This is the home of our third President of the United States. Tour the home and gardens and afterwards enjoy lunch and fall foliage at the renowned Graves Mountain Lodge. <http://www.monticello.org/> <http://www.gravesmountain.com/>

\$85.00 pp includes transportation, tour and lunch.

Mount Vernon and Arlington National Cemetery. This 7 hour trip will Depart at 0900 and Return at 1600. Begin with a Potomac River Cruise from the D.C. Waterfront to Mount Vernon, home of our First President, George Washington. Tour the Mansion House and more than a dozen outbuildings including the slave quarters, kitchen, stables, and greenhouse. Lunch on your own at your choice of The Mount Vernon Inn (which offers lunch with colonial-costumed servers, and delicious regional and colonial cuisine) or the new Food Court Pavilion catering to travelers on the go. The bus will pick you up for a drive up the George Washington Memorial Parkway following the river back to Arlington National Cemetery. The 612-acre site contains the Tomb of the Unknowns, the Confederate Monument, and the

Custis-Lee Mansion. Changing of the guard ceremonies are conducted at the Tomb of the Unknowns by members of the Third United States Infantry (The Old Guard) every hour, on the hour. Enjoy a 1-2 hour tram tour of the cemetery including Changing of the Guard. http://www.mountvernon.org/www.arlingtoncemetery.org/visitor_information

\$75 pp includes bus, boat, entrance to Mount Vernon and Tram Tour of Arlington Nat'l Cemetery."

Sotterley Plantation National Historic Landmark. Enjoy this 18th Century Manor House and Garden with tours by trained interpreter guides. Depart at 0900 and Return at 1500. Find out what life was like for an early 18th century-plantation mistress. Learn about indentured servant Richard Boulton who carved the exquisite Chinese Chippendale stairway in the entrance hall. Discover the secret passage where Dr. Briscoe hid during searches by union army soldiers encamped at Sotterley's gates. Marvel at the elegant English furniture given by financier J. Pierpont Morgan to his daughter Louisa Morgan Satterlee when she and her husband Herbert completed Sotterley's restoration in 1914. Survey the rolling panorama from the majestic portico while enjoying lunch consisting of a selection of fresh-made sandwiches, salads and desserts. Flagstones on the portico came from England as ship's ballast in the early 18th century and are listed in Squire Bowles' 1727 inventory. Although constructed earlier than Mount Vernon, Sotterley's columned portico bears a resemblance to that of Washington's home. <http://sotterley.com/index.htm>

\$50 per person includes transportation, tour and lunch.

SATURDAY OCTOBER 15

Gettysburg Battlefield Tour. 7 hour trip to Depart at 0900 and Return at 1600. This trip features a Step-on Tour Guide for a two hour guided tour of the Battlefields. Gettysburg, Pennsylvania was the site of the largest battle ever waged during the American Civil War. Fought in the first three days of July 1863, the Battle of Gettysburg resulted in a hallmark victory for the Union "Army of the Potomac" and successfully ended the second invasion of the North by General Robert E. Lee's "Army of Northern Virginia". <http://www.nps.gov/gett/>

\$50 pp includes transportation, tour and box lunch for picnic.

Oatlands Plantation, Historical Mansion Tour and Oatlands Fall Antiques Fair Depart at 0930 and Return at 1600. It was 1804 when George Carter, great grandson of colonial Virginia's renowned Robert "King" Carter, began building his Oatlands estate: the mansion, greenhouse, dairy, smoke house, bank barn and gardens. Visitors to the Oatlands mansion and gardens relive a piece of Virginia history as they follow the stories and lives of the families who lived here. Each room has a history to share; every photograph a story to tell. Outside, four acres of formal gardens beckon. Originally designed by George Carter, the gardens produced vegetables and fruits and featured many ornamental specimens. Beyond the gardens, a self-guided, walking tour allows visitors to explore the plantation, aided by interpretive signs that explain the history and significance of Oatlands dependencies. Most notable of these buildings is the country's second oldest propagation greenhouse. Built in 1810 with bricks fired on the plantation. The popular **Oatlands Fall Antiques Fair** is recognized for quality as well as quantity and has developed a huge following over the nine years it has been held at this historic property. More than 75 dealers are expected to participate. Lunch on your own with one of the many vendors. <http://www.oatlands.org/>

\$45 includes bus, Mansion Tour and admission to the Fair.

Loudoun County Winery Tour with Tasting In less than 25 years, Loudoun County's 11 wineries and 15 vineyards have emerged as the leading Virginia producers of vinifera and New World grape wines. Soil conditions, temperate climate, access to technical experts and mentors, and skilled wine-makers all contribute to Loudoun's growing reputation as "Wine Country." We will visit two of the 11 Loudoun wineries. You will begin at **Tarara Winery**. On the bluffs of the Potomac River, Tarara is a 475-acre farm devoted to the art of producing fine wines. Uniquely located in a 6,000 square foot cave, the winery, tasting room and gift shop are open all year. Your visit will coincide with the annual Loudoun Farms Tour activities. You will enjoy a "seated tasting" of 11 wines, a tour of the facility and lunch. www.tarara.com

After lunch you will bus to **Chrysalis Vineyards and Winery** This vineyard estate, near Middleburg, gently rolls across 209 acres between the Bull Run Mountains to the east and the Blue Ridge Mountains to the west. They proclaim their mission is "to proudly restore Virginia wines to world renown, and celebrate the homecoming of Norton, the *Real* American Grape!" Notwithstanding their affection for the Norton, there will be 12 wines to taste. www.chrysaliswine.com

\$65 includes bus, tour, tasting and lunch.

SUNDAY OCTOBER 16

Udvar-Hazy RUPA Panel Dedication/Unveiling Bus transportation from the Hotel to the Udvar-Hazy Center will be available at \$8 pp. Should you have your own transportation, the cost of parking is \$12 per vehicle.

SPECIAL GUEST SPEAKER, DOROTHY BELVILLE

An educational presentation will take place at the RUPA Convention in Washington, D.C.

Dorothy Belville, of Belville Financial Advisors, will be a guest speaker on Friday, October 14th, following dinner at the hotel.

Mrs. Belville has 25 years of experience advising United Airline Pilots. She will cover two important topics:

1) How to get your Estate Organized

A free organizer designed by Mrs. Belville will be provided to each attendee to assist with this important process.

2) Assessing the Risk of Your Investment Portfolio

Each attendee will be provided with a Risk Determination Pyramid to determine the risk in their portfolio.

Dorothy will also be available to answer financial planning questions you may have.

CONVENTION UPDATES FROM THE EDDIE O'DONNELL GROUP

This morning June 22nd Sheraton still has rooms for the Convention at the \$84 rate. Do it now!

Hey Golfers, brand new Nike clubs are available for rental at Reston National. There is a limited number and you need to reserve early. For a \$35 rental fee, contact Ms. Angela Baroni, Club Tournament Coordinator at 703-620-2472. Do it now!

For those of you who are considering a trip to downtown D.C. I will repeat my previous comments regarding the difficulties related to the weekend traffic and the Million-Man March. Friday from noontime 'till seven in the evening downtown traffic is a mess. Worse than other days because not only are people going home from work but many who live in DC are leaving for the weekend. Saturday and Sunday will be difficult from the standpoint of street closures, barricades and security measures in the Mall area. Any anticipated large gatherings, no matter how peaceful, entail crowd control and security measures. Monday should be back to normal. I would suggest Friday or Monday for a trip into town. **DISCLAIMER:** As in flight planning, predicted thunderstorms maybe more scattered and less severe than expected. If the Million-Man March draws less of a crowd than previously, you will consider me to have been too cautious

Getting to the Mall from the Sheraton Reston At THIS TIME is as follows

Taxi (30 min. ride) from the hotel to the Vienna Metro Station (subway) to the Smithsonian Station. Cab would probably be expensive but considering the per person cost of our bus tours it might be acceptable. Especially true if you are sharing the cab.

The hotel will take you (on the half-hour schedule) to Reston Town Center (close by) where you will catch a bus (30 min. ride) to the West Falls Church Metro Station and then to the Smithsonian Station.

Reverse for the return.

Details such as cab phone# and bus route# will be available when you check-in to the Convention.

It is going to be a good time so you all come see us.

E.K

LAX SOUTH BAY LUNCHEON

We had a nice turn out for a June meeting. Nothing much new as we had a lot of discussion about our retirement \$\$\$\$ and medical costs.

We had the faithful steadies plus Yuz Morita which was a pleasure as he is usually wind surfing in Maui. Also attending were Shirley and Jack Hanson, Ginny and Dave Tank, Trudy Ann Buck, Norm Marchment, John Joyce, Bob Mosher, Jim Matheson, Don McDermott, Walt Albright, Jim Day, Herb Goodrich, Ken Williams, Gene Gawenda, Linda May and yours truly.

We did discuss the declining number of people at this and the Valley luncheons. Many of the old faithful are aging and very few new faces. I know there are many bad feelings associated with our financial situation but this is our news pipeline so call a friend and show up. Spouses and friends are always welcome.

Rex

<p>United Airlines Retired Pilots Foundation, Inc.</p>

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

UNITED RETIRED PILOTS BENEFIT PROTECTION ASSOCIATION

URPBPA UPDATE

Dear Fellow Ruparians;

The Pension Benefit Guarantee Corporation (PBGC) on June 6, 2005 filed a motion to seek a summary judgment to allow involuntary termination of the United Airlines Pilots Defined Benefit Pension Plan and to seek the dismissal of objections to the termination lawsuit filed by URPBPA, the Air Line Pilots Association (ALPA) and United. Judge Wedoff set July 8 as the date for responses from URPBPA, ALPA, and United. The PBGC is to file their rebuttal brief by July 25. Judge Wedoff will rule on the PBGC's summary judgment motion on August 18.

URPBPA (and we think ALPA also) will oppose PBGC's motion for summary judgment and argue that the PBGC, just like any other litigant, has to prove their case at trial. If our arguments prevail, then the PBGC's motion for summary judgment will be denied. Judge Wedoff will then set dates for a trial to consider Pilot Plan termination

If PBGC's motion for summary judgment is granted, then that ruling would allow termination of the Pilot Plan sometime after August 18. **URPBPA would certainly appeal such a ruling.** URPBPA will do everything it can to protect its members' pension benefits, which will continue to be paid unless and until the Pilots Plan is terminated by court action.

On June 17, 2005 it was announced that the IAM and United have reached a tentative agreement under Section 1113 negotiations, which would provide for United IAM members' participation in the multi-employer IAM Defined Benefit Pension Plan.

Members of the Association of Flight Attendants spent several days during the week of June 12, 2005 lobbying on Capitol Hill for Senate bills S 1158 and S 861, and House of Representatives bill HR 2327. S 1158 and HR 2327 would provide a six-month moratorium on Defined Benefit Pension Plan terminations. S 861 would ease funding requirements for Pension Plans. Greg Davidowitch, President of the AFA UAL-MEC, said that Representatives and Senators advised that continued letter writing to support these bills is crucial to achieving their passage.

URPBPA urges its members and friends of United retirees and employees to continue writing to their Congressional Representatives and Senators to seek co-sponsorship and support of these bills. Personal communications from constituents do more to gain support for this legislation than anything else that can be done.

Go to www.congress.org for all local and Washington addresses and numbers, or find them in the Government pages at the front of your telephone directory. E-Mail, fax, phone and write to your Representative and two Senators at all their locations. U.S. Mail to the government in Washington, D.C. could be delayed for several weeks. **Do it now, without delay.**

Use your own words; identify yourself as a constituent and as a member of a group of over 35,000 UAL retirees, including 5,800 retired pilots. Briefly explain how plan termination will hurt you. For more information and a sample letter, go to the URPBPA website: www.ualpilotpension.com.

Fraternally,

Jerry Terstiege, URPBPA Secretary
Foster City, California

NEW YORK SKYSCRAPERS LUNCHEON

The New York Skyscrapers held their 100th semi-annual luncheon at the Montclair Golf Club in West Orange, NJ, on Wednesday June 15th, guests of long-time club members Jack and Elizabeth Smith.

ALPA Council 52 canceled the Annual Retirement Party, partially due to all the strife between ALPA and the retirees, but primarily due to the inordinate amount of time that would have been required to roast Bob Falco, one of our many local living legends.

So, we payed tribute to Bob at our luncheon. Coincidentally, while he was being honored, he received congratulatory cell-phone calls from UAL CEO Tilton and ALPA President Duane Woerth. We were privy only to Bob's end of the conversation while he was at the podium receiving some gifts from us.

We were fortunate also to have as a guest our dear friend Mark Seal, who has devoted many years of ALPA service to all of us. Mark, who probably counts more friends among us retirees as among his fellow active pilots, showed his mettle by accepting our invitation as well as by agreeing to discuss the current pension problems with any and all of us.

Another guest was Carol Hooey, one of several devoted daughters who have brought her retiree Dads to our luncheons over the years. Her Dad Bump Hanley flew west this past year.

Daughters Dorothy and Marie Lippincott, and widow Anna Lippincott, enabled us to honor Winfield "Lippy" Lippincott's request to sponsor a toast "...To the best Gentlemen of the Sky". Lippy passed away on February 2nd 2005, at the age of 94. His daughters plan to post a message summarizing his lengthy career in aviation to the *RUPANEWS* in the near future.

The traditional raffle was held, helping to finance a \$250 contribution to the United Airline Retired Pilots Foundation, which helps support needy retirees and their widows. This included waived raffle prizes by JJ Hill and Bob Lawson, as well as a surplus from the money sent by the Lippincott family to cover the cost of our toast.

The registration desk was manned in turn by Billie and Skip Fairman, Rosemarie and Bruce Kutz, Bob Beavis, Hank Lopez-Cepero, Al Mitchell, Bill Muller, Rip Munger, and Ron Tsolis.

We were delighted to see many faces that had been missing from our luncheons for many years. Perhaps a reflection of the times.

Our next luncheon, usually held in the Fall at Manero's Steakhouse in Greenwich, CT, might have to be re-located this year. Manero's long-time building will be torn down. Mike Perry has promised to help us find a good substitute. We might be able to afford to rent the outdoor tables at a local Fast Food restaurant!

Here's a list of all 87 of our guests at the luncheon:

Ray and Sharon Amato, Howie Aronson, Bob Beavis, Bud Berlingeri, Ron Bouchard, Jim and Elizabeth Brady, Frank Calderaro, Vince Ciriello, Jan and Pattie Conover, Ed and Ona DeChant, Frank Decker, Mike DeMeo, Ron and Betty Denk, Don Devine, Todd and Joan Donahue, Bob Eccles, Wayne Erb, Wes Erbe, Ken Ernst, Skip and Billie Fairman, Bob Falco, Jim Gardner, Joe and Cherie Guccione, Jim Haeni, George Haslett, Dave and Paulette Heilbrun, Al Heller and Judi Barteau, Barney and Marie Higgins, Jack Hill and Glinda Talley, Carol Hooey (Bump Hanley's daughter), Ron and Marie Jersey, George Kane, Joe Kollar, Jody Kraly, Bruce & Rosemarie Kutz, Bob Lawson, Ron Lewis, Harry and Jane Lloyd, Hank Lopez-Cepero, Clayton and Janet McFarland, Augie and Margaret Miller, Al Mitchell, Bill Muller, Rip Munger, Charlie and Bobbie Pocher, Tom Purrington, Ned and Rae Rankin, Bob Schaet, Jerry Schlichter, George Schnell, Mark Seal, Mike Severson, Jack and Liz Smith, Pete Sofman, John and Linda Stewart, Al Swanson, Ron Tsolis, Watts & Phyllis Waddell, JD and Kay Weeks, George Williams, Lyn and Martha Wordell, and Jim and Millie Wright.

Pete

SFO RUPA 20TH ANNIVERSARY PICNIC

1985--2005



Thursday, August 18, 2005 1130 - 1500 hours
Palo Alto Elks Lodge (Picnic Area)
4249 El Camino Real
Palo Alto

**Please bring a SMALL plate of hors d'oeuvres (optional)
and your own flatware if you dislike plastic.**

Cost: \$25.00 per person
Reservations: (by Aug. 8) Payable to RUPA

**Mail to: Larry Wright,
605 Joandra Court
Los Altos, CA 94024**

SFO NORTH BAY RUPA GROUP

Starting off on our new luncheon date, the first Wednesday of the month, a group of 27 friendly folks gathered at the *Petaluma Sheraton* on Wednesday, June 1 for an hour or two of the latest news, story-telling, and just good camaraderie. We noted the passing of Captain Larry Sunde with sadness, and heard of Captain Kel Carson's hospitalization (now home recovering!). The latest from URPBPA was available to those not "on-line", and the letter written to Congressman Miller by Mrs. Ellen Saracini, widow of Captain Victor Saracini, (who was lost on UAL 175) was passed around the group, gathering many statements of support for her, and many other comments of disgust and disdain for how UAL is treating the families of those that perished.

Captain Larry Whyman treated the group to a magnificent performance of "The Final Checkride", most appropriate just after Memorial Day, and was rewarded for his efforts with a great round of applause!

In attendance were: Barney Hagen, Jerry Thomas, Dan Bargar, Carl Hakenan, Larry Whyman, Dave England, Dick Hanna, Jim Mansfield, Linda and Al Fink, Bill McGuire, Al Milotich, Sam and Mickie Orchard, John and Sharon Candelo, Leon and Vicky Scarbrough, Jack Pomeroy, Tom and Joyce Grey, Ken and Shirley Corbin, Dick Lammerding, Gary and Diane Brauch, and this person.

For any in the area on a first Wednesday of the month, please feel free to drop in and join the group! *Petaluma Sheraton*, 745 Baywood Drive...just East of the 101/116 intersection...at the harbor, in the rear...co-ed, casual, 12:30 to ?pm.

Bob Donegan

SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds assembled for lunch at the *SeaTac Marriott Hotel* as usual on the third Thursday of June. After lunch and stimulating conversations the talk turned as usual to pension matters and questions, and as usual, more questions than answers. Rich Hurst talked about his efforts to lobby our Congressman and Senators for some pension relief legislation and hopes he can get their attention before their Summer Recess. We passed the collection envelope among the members and collected \$286 towards the shortfall we incurred at our Co-Ed luncheon in May. We're still short almost \$200 and hope we can count on the generosity of our members at a later date. In attendance: Rich Hurst, Eric Malm, Jim Barber, Tom Smith, Wes Olney, Herb Breivik, Dick Anderson, Chuck Westpfahl, Al Haynes, Herb Marks, Dave Carver, Dean Turner, Jeff Roberts, Ray Hanson, Chuck Podhasky, Roland Schmidt, Ken Case, Vince Evans, Don Anderson, Don Krull, and Bill Brett.

CLASSIC PEANUTS *Charles Schulz*



UNITED MAKES INTERLINE TRAVEL MORE AFFORDABLE

United announces the initial rollout of even more affordable interline rates through the Zonal Employee Discount (ZED) program -- an interline fare program widely used by other carriers. Beginning Jan. 19, 2005, United employees and retirees will be eligible to purchase ZED reduced-rate interline tickets initially only on Lufthansa, with other carriers to be added as agreements and automation are completed.

ZED fares will replace industry discount ID90/95 fares for interline travel. ZED fares simplify and significantly reduce pricing for non-revenue space-available interline pleasure travel. For example, the ZED fare for travel from Munich to Chicago is 96.69 dollars compared to the current ID95 fare of 280.69 dollars -- a 66 percent savings.

ZED pricing is based on mileage between the origin and destination per segment rather than a percentage of the market fare. ZED fares also offer a larger discount in part because surcharges on interline pleasure travel are eliminated, except for government-mandated fees. To start, adult ZED fares will apply to all eligible interline travelers, including children and infants; however, future enhancements to the program will include child and infant discount fares.

For complete information regarding these new reduced fares please proceed to United's Intranet website. Then from their Home page look under Today's Headlines and click on United Makes Interline Travel More Affordable.

IS YOUR BRA KILLING YOU?

Robert J. Rowen, MD

In a study involving 4,700 women, those who never wore a bra had the same incidence of breast cancer as men, in whom cancer of the breast is a rare condition.

Women who wore bras for more than 12 hours, but did not sleep in them, had 21 times the risk as women who wore a bra for less than 12 hours. Put in a slightly different way, the statistics are just as chilling: Women who wear a bra 24 hours a day are 125 times as likely to develop cancer as women who don't.

Medical anthropologist, Sydney Ross Singer, made this bra/breast cancer claim in the mid-1990s, but was simply laughed at by the so-called experts. But with the new study involving 4,700 women demonstrating such dramatic results, Singer may get the last laugh. It is postulated that lymphatic vessels are blocked by the bra, thus preventing lymphocytes (white blood cells) from destroying abnormal cells. This blockage, over a period of years, presumably causes a build-up of cancer cells, which eventually overwhelms the body's defense mechanism, and cancer ensues.

ACTION TO TAKE

From Professor Singer's research, it would appear that wearing a bra less than 12 hours a day would be prudent.

Make sure your bra is not constricting the lymphatic system. If, when you remove the bra, there are grooves in your skin or red lines where the bra was, you are asking for trouble.

The worst thing you can do is wear your bra to bed - Dr. Singer's number one admonition is: ***"Do not wear a bra to sleep!"***

Other precautionary measures include: Avoid bras with underwires or anything that tends to shape the breasts, including push-up bras and strapless bras.

Buy the book referenced below. At 14 bucks, it's a great bargain — and could save your life.

Ref: ***Dressed to Kill*** by S. R. Singer and Soma Grismaijer (paperback), 1995, Avery, \$13.95.

YOU KNOW YOU'RE LIVING IN 2005 WHEN...

1. You accidentally enter your password on the microwave.
2. You haven't played solitaire with real cards in years.
3. You have a list of 15 phone numbers to reach your family of 3.
4. You e-mail the person who works at the desk next to you.
5. Your reason for not staying in touch with friends and family is that they don't have e-mail addresses.
6. You go home after a long day at work you still answer the phone in a business manner.
7. When you make phone calls from home, you accidentally dial "9" to get an outside line.
8. You've sat at the same desk for four years and worked for three different companies.
10. You learn about your redundancy on the 11 o'clock news.
11. Your boss doesn't have the ability to do your job.
12. You pull up in your own driveway and use your cell phone to see if anyone is home.
13. Every commercial on television has a website at the bottom of the screen.
14. Leaving the house without your cell phone, which you didn't have the first 20 or 30 (or 60) years of your life, is now a cause for panic and you turn around to go and get it.
15. You get up in the morning and go online before getting your coffee.
16. You start tilting your head sideways to smile. :)
17. You're reading this and nodding and laughing.
18. Even worse, you know exactly to whom you are going to forward this message.
19. You are too busy to notice there was no #9 on this list.
20. You actually scrolled back up to check that there wasn't a #9 on this list AND NOW U R LAUGHING at yourself.

SENIOR LOVE

There were these two elderly people living in a Florida mobile home park. He was a widower and she a widow. They had known one another for a number of years.

One evening there was a community supper in the big activity center. These two were at the same table, across from one another. As the meal went on, he made a few admiring glances at her and finally gathered up his courage to ask her, "Will you marry me?"

After about six seconds of careful consideration, she answered. "Yes, Yes, I will." The meal ended and with a few more pleasant exchanges, they went to their respective places.

Next morning, he was troubled. "Did she say 'yes' or did she say 'no'?"

He couldn't remember. Try as he would, he just could not recall. Not even a faint memory.

With trepidation, he went to the telephone and called her.

First, he explained to her that he didn't remember as well as he used to. Then he reviewed the lovely evening past. As he gained a little more courage, he then inquired of her, "When I asked if you would marry me, did you say 'Yes' or did you say 'No'?"

He was delighted to hear her say, "Why, I said, 'Yes, yes I will' and I meant it with all my heart."

Then she continued, "And I am so glad that you called, because I couldn't remember who had asked me."

LETTERS

ROBERT J. AHRENS—Belmont, CA

Another year has gone by and my Wife and I are watching our next generation growing up. Last fall we completed our 6th Steamboat trip through Middle America, ending from Memphis to New Orleans, God does Bless America.

Over the years, from the mid 1940s to present day, we have seen many changes in United Airlines operations. We hope the present Employees can return United to it's former Days of Glory.

Regards, *Bob*

MICHAEL D. ALLUM—Tucson, AZ

Cleve, Here's the check for another year. And what a year this last one has been. United management has finally been able to get even with all those insolent employees who had the audacity to think they could buy the company. So we can just take our lumps and downsize our lifestyles, or we can create additional sources of income to offset whatever the final outcome is from the bankruptcy. I am working with a group of entrepreneurs using a proven internet marketing model that has created more wealth for the participants than any other. Anyone interested in making additional income can contact me and we can talk about it.

So what have I been doing other than working in my business—visiting my first grandson, Shannon's first grandchild is in the hangar and due in November. That's exciting. My brothers and I get together a couple of times a year for a few days and lose golf balls. So life is good. As for United—*illigitimi non carborundum. Mike*

ROBERT E. BOWLES—Barrington, IL

Dear Cleve: The check is a month late this time. Wanted to see if I really got a pension check this month.

Thanks to Doug Wilsman for all of his input. Keep in mind, however, that there are a small group of us, (a few hundred) who were unfortunate enough to have to retire at sixty, and still be young enough to (by PBGC guidelines) lose 80% of our pension.

For me that amounts to a \$6,600 reduction. Nobody reports these losses, or apparently even considers them, but the younger guys are really getting hammered. If you are in the 61-63 year group, the penalties will reduce you to about \$1900/mo take-home. That plus social-security will not begin to equate to your previous pay resulting in, among other things, a drastic reduction in your standard of living. I don't know too many people living in a metropolitan area who can live on that kind of money. Hope the investments were good to those folks.

Thanks for keeping the information flowing. *Bob*

THOMAS D. BOYLE—Algonquin, IL

Hello, Cleve, A bit late – no typist – no computer – no time.

How about those Auto Workers! They inform the company that the retirees pay will be maintained or there will be no contract negotiations. Guess that is the difference between a UNION and association.

Seems like last week, but it soon will be 20 years – often dream I'm flying old trips but don't bother with manuals or revisions.

Thank you Jack for the kind thoughts.

Regards, *Tom*

BRIAN SANFORD—Crystal Lake, IL

Well, I guess it's time for an update, now that I'm retired for over 3 years. Mary and I still live in the same house we built in 1978, on a two block subdivision, in which seven other United pilots also built there own houses. Pilots are just like Lemmings. When one jumps off the cliff, they all jump off the cliff.

Our health is fine. Two daughters live close, along with my grand-daughter, and my son lives in Florida. We have an Oceanfront condo in Kihei, Maui, that we rent out, along with spending time there ourselves. If anyone is interested, send me an e-mail to mauiman@owc.net, and I'll send you a link to my web site. We also have a building lot in Evergreen, Colorado, with a great view, that will probably be for sale after UAL takes 80% of my pension. Anyone interested, get in touch.

I am a full time Futures and Options trader, and have been for several years. When the market is open, I'm home. With two computers and five monitors, I know what it's like, to be a one eyed cat watching two mouse holes. The market has been good to me; I now manage money for clients.

Well, that's all the important stuff. Anyone in the area, give a call at 815-455-3207.

ELAINE B. CLOUGH (Mrs. Robert F.)—
Thousand Oaks, CA

Hi,

Here is my annual subscription payment.

Keep up the good work. I appreciate receiving the publication.

Elaine

JB COCKRELL—Montara, CA

Cleve et al: Happy to be writing to you this June as my birthday is the 24th.

I'm still flying the Hawker 800XP for NetJets. Not only does it get me out of the house, which Sandy appreciates, the money helps. We also get medical insurance, sick leave and paid vacations. My guess is there are over 20 other retired UA pilots here as well.

In many respects this is by far the best and most challenging flying I've ever done. Since I've been here I've been to over two hundred different airports. All the mountain airports such as Aspen, Telluride, Eagle, Sun Valley, Jackson Hole etc. In addition Bermuda, St Thomas and the rest of those islands with a St. in front of them, along with Mexico, Central America and Canada.

We never know where we will be flying so we must pack for cold and hot. On one tour we got as far north as Anchorage and then two days later we were in St. Thomas.

Bobby (24) just finished his masters degree at Temple University in Music performance and now he is a full time pilot for Hortman Aviation out of North East Philadelphia. Roy (22) is still at UC Davis where in addition to his studies, he just took a job as the Human Resource manager for Unitrans, the Davis bus company. His duties include the hiring,

firing and training of all the drivers.

Nice to get the *RUPANEWS* and hear from other retired folks, even the jerks.

My best to you all, *JB*

DICK COOLEY—Mesa, AZ

Once again, greetings Cleve.

This year almost skipped by without my sending my check, sorry!

Things are just about the same here. I haven't played golf for just about a year. Bad back and bad heart. Rick still plays twice a week which is pretty great for a gal well into her eights.

Our sincere thanks to all who put this great publication together.

Rick & Dick

KEN AND JERRY CORICA—Fallbrook, CA

First, please accept our thanks to the folders, staffers and *RUPANEWS*. Also the website has been great during the UAL bankruptcy stuff.

All is well here. A few trips, some local volunteer work, and great times with our Grandchildren.

Been in the same home here in Fallbrook almost 30 years. Still quiet and beautiful.

Ken and Jerry

CARL DELEEUW—Palos Verdes Est., CA

This year marks the end of the organization for WW2 veterans of the China-Burma-Theatre. The 58th and final reunion will be in Washington DC/Crystal City, August 30 - Sept.5. And all who spent time in that area are welcome.

When I was national commander we had 8,000 members, now it is down to about 5,000. Denise and I are still healthy, traveling, co-hosts of that reunion and hope a few UAL people who were there can join us. E-mail me, cd310@aol.com, for detailed information.

I retired in 1979 and never expected to see this happen to Patterson's beloved airline. It has been a great experience with wonderful people and we will keep our fingers crossed for a quick recovery. *Carl*

MEDICAL INSURANCE OPTIONS FOR RETIRED UNITED AIRLINES EMPLOYEES

It is no secret that healthcare costs have climbed dramatically in the past decade. A simple surgery could cost an individual thousand of dollars. Having a comprehensive medical insurance plan in place is necessary to protect yourself and your family from financial loss. Understanding all of your medical insurance options is equally important.

Many retirees are unaware of the types of medical insurance available to them since they are familiar only with their prior employer's coverage. Retirees also worry about being able to obtain affordable health coverage and coverage that will cover pre-existing health conditions. If you do your homework, there is often obtainable, affordable health coverage for all retirees, regardless of health status or age. A qualified health insurance broker responsibility is to educate and inform you of all your available healthcare options.

Retiring before age 65. When an individual retires or leaves their job, they often need to obtain health coverage on their own. If you are under 65 years of age when you retire, you will be offered COBRA coverage, which is usually available to the retiree for a period of 18 or 36 months. COBRA is simply a continuation of the same health insurance plan the former employer is providing to current employees. COBRA is available to retirees, regardless of health status up to age 65. Although it is available to retirees, COBRA is usually quite costly. Instead of the employer paying the majority of the cost, the retiree will now be responsible for the entire monthly premium plus an additional 2% in some cases.

Retiring before age 65- With Pre-existing health conditions:

If an individual does have pre-existing health conditions, COBRA is usually a good health care option for the first 18 months. A retiree with pre-existing conditions should elect COBRA and stay with it until it expires. Once COBRA expires, you will be eligible for a "Guaranteed Issue/HIPPA" plan, which is guaranteed, regardless of health status (in most states). It is typically about the same cost as COBRA and will cover all pre-existing conditions. It is guaranteed to you as long as you have exhausted COBRA and are not age 65 or older.

Retiring before age 65- With no Pre-existing health conditions: If an individual is healthy and has no pre-existing conditions, he or she will not have to elect COBRA and can most likely obtain a traditional individual health plan through companies such as Blue Cross or Blue Shield. These plans will be considerably more affordable. Traditional plans are medically underwritten, which means insurance companies can look at your health history and decide whether or not to offer you coverage.

Retiring after age 65

If you are over 65, you may be eligible for Medicare. There are two parts to Medicare; Part A, which is "Inpatient Hospital Insurance" and Part B that is "Outpatient Medical Insurance". Part A is premium free. However, you will need to pay a monthly premium for Part B. The monthly premium for Part B in 2005 is \$78.20 per month and is usually deducted out of your social security check. You are guaranteed both part A and part B, regardless of your health status, as long as you sign up at the appropriate time. For Part A, you are usually enrolled automatically on your 65th birthday, without taking any action. For Part B, there is a seven-month "open-enrollment" period that begins three months before you turn 65 and ends three months after the month you turn 65. If you are still working past age 65 and still have company health insurance, you can elect Part B at the time you stop working.

Medicare Part A and Part B together should not be considered a comprehensive major medical policy. Both Parts do have gaps in coverage. It is important to obtain a Medicare supplement to cover many of these gaps. Medicare supplements are offered by private insurance companies like Blue Cross and Blue Shield and require a monthly premium.

Most insurance agencies are not owned by any insurance company, therefore can provide objective information to consumers, helping them make informed decisions about their insurance needs. We hope you find this article informative and useful.

Submitted for publication in the RUPANEWS by International ProInsurance Services, LLC Menlo Park, CA

HERB DELKER—Albuquerque, NM

Just celebrated my 80th birthday by flying my 310 around Sandia Mountain. God has been good to me by allowing me to continue in my great love of flying.

Trudy has not been so well blessed. She has battled Dementia for the last four years. Then on December 30th, she had a severe stroke. She spent 3 months in Assisted Living but is now at home enjoying a comfortable environment. She has had 3 minor strokes since and is under Hospice Home Care. All of this is keeping us in Albuquerque this summer and we'll miss the beautiful summers of Northern Michigan on Crystal Lake.

Hope that the UAL problem is solved without hurting anyone. No matter what happens, we'll all survive. *Herb*

T. B. VAL DIAL—Huntington Beach, CA

Dear Sirs, Thanks to all who do the *RUPANEWS*. I just passed my 80th year mark—April 24th. I guess I agree with the statement "old age is not for sissies".

Val

BILL EADS—Palm Desert, CA

Now that I have reached the "official" retirement age that the government recognizes (65), I find that I have more time for those things that old folks do!

I am currently writing a book entitled, "When Flying Was Fun," covering my forty years in aviation - the four decades starting with the sixties and ending at the turn of the century. It is basically an autobiographical compilation of aviation anecdotes - mostly humorous, some serious, a few tragic. I find it fulfilling, perhaps even a bit therapeutic, to put down on paper those fond memories of nine years of Naval Aviation followed by 31 very interesting years with UAL. Not that I feel "Times winged chariot drawing near" yet, but it is a fun project that I hope to complete in another year or two - it's nice not to have a deadline.

Donna and I successfully made it to the top of Mt. Whitney last year on my birthday - we shared an ice cold Coors Light when we reached the summit! We continue to play tennis almost daily, golf several times a week and enjoy the good life here at the Lakes Country Club in Palm Desert. A cruise

through the Panama Canal last fall put a check mark to one of those items on the list of "things one should do at least once."

If any readers have personal stories to tell about aviation incidents with UAL that they would like to have included in my book, please send me those tales and I will give proper credit. I believe that the statute of limitations will give us all some immunity from criminal charges!

As to the pension situation - my theory is to spend those checks as soon as they arrive and worry about the future "TOMORROW!"

Bill (billeads@aol.com)

IKE EICHEL—Las Vegas, NV

Hello to all,

Seventeen years into retirement and it has been years since I wrote and this one probably won't get in because I am not clobbering the company.

Carmen and I are in the best of health and still flying privately.

I get a kick out of the letters blaming the company for its problems.

Somewhere I remember three super powerful board members from the union that were there as UAL declined. Was the ESOP the company's idea? Read Paul H. Weaver's "Clash in the Cockpit" Chicago Sun Times 4-13-03. Did anyone figure the millions the pilots slow down cost UAL or their huge catch up pay raise that followed which inflamed the public? Maybe following union leadership without question isn't the best idea after all.

I hope the young bucks of "85" are doing well with their pension.

Ike

ROBERT E. ENANDER—Bradenton, FL

Cleve: All's well here, just sweating out how much of a cut we will get in the pension.

Took a couple of trips last year and had no trouble riding on passes, but we hit SkyNet WebList pretty hard checking on trips.

Thanks to all who make *RUPANEWS* possible.

Good health to all, *Bob*

CLOSING STATEMENT BY CONGRESSMAN GEORGE MILLER, RANKING DEMOCRATIC MEMBER

After two weeks of receiving testimony from witnesses across the country, we have been overwhelmed – both numerically and emotionally – by the response. This e-hearing has been a monumental as well as groundbreaking event. We have received approximately 2,000 emails from United Airlines employees and retirees. And we have heard you loud and clear – the move to terminate your pensions by United Airlines and the Pension Benefit Guaranty Corporation (PBGC) means more than just benefit cuts and recalculations. It means real injuries to countless working families. It means an uncertain future for the families of mechanics, pilots, flight attendants, ramp workers, ticket agents, and others. It means selling homes, coming out of retirement, taking on second jobs, and struggling anew to provide loved one's with health care or to pay for a child's college education. Your frustration with the bankruptcy and pension termination process is more than justified.

Representative Jan Schakowsky and I introduced HR 2327 to help stem this crisis. HR 2327 would impose a six-month moratorium on pension plan terminations of the kind underway at United – those initiated by the PBGC in a backroom deal with the company that cuts employees' voices out of the process. With a six-month moratorium on PBGC-initiated terminations, alternatives to termination might be crafted through collective bargaining. And Congress can work to pass a more permanent solution to the crisis. If any of these plans can be saved, they should and must be saved. We know all too well that the wholesale dumping of all the employee plans at United not only results in real pain for the families of United employees and retirees but also provides a dangerous incentive for other companies in the airline industry and beyond to follow suit. It's time for Congress to act.

Over the course of this e-hearing, we have been providing all Members of Congress with excerpts from the employee and retiree statements to show how real and immediate this pension crisis is. And Members of Congress have been responding. At the moment, 88 Members of Congress are co-sponsoring HR 2327. Undoubtedly, if they hear from their constituents, more will join.

In the Senate last week, Senators Edward Kennedy of Massachusetts, Daniel Akaka of Hawaii, and Frank Lautenberg of New Jersey introduced a Senate companion bill to HR 2327 – appropriately called the Stop Terminating Our Pensions Act, the STOP Act. We will work hard with the Senate to pass these bills, but we cannot do it – and could not have done what has been accomplished thus far – without the help of the kinds of concerned employees, retirees, and citizens who have graciously provided their individual stories. Success is uncertain. It will be an uphill battle. But justice is on our side.

We have been working diligently to read your statements. Our staff have been posting many of them to this website, but, frankly, we have been overwhelmed by the sheer number of responses and have not been able to keep up with them. While this e-hearing is now over, we will continue to pour over statements and post many more to this website. All statements are being read, and all will become a part of the record we will keep of this e-hearing whether posted to the website or not.

Thanks to all the witnesses – over 1,000 of you – who have provided us with testimony. We are extremely grateful and humbled by your thoughtful and heartfelt statements.

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.

SKIP FAIRMAN—Nazareth, PA

Dear Fellow Retirees: It's been another busy spring here on the farm in PA. The wife and I are currently painting the farmhouse and getting ready for her 70th birthday party on July 2. Health is good, life is good and we hope it is for all of you.

We enjoy reading all the news and are constantly amazed at all the things United employees can do after retirement.

Thanks for keeping us up to date on the bankruptcy proceedings and we hope the retirement checks will keep coming.

Check is in snail mail for the dues. Sorry about being late but we had too many veggies to plant getting ready for the farm stand and it seems like the south 40 always needs weeding.

If any of you happen to be in the neighborhood, drop by on July 2, for some North Carolina BBQ and Bluegrass Music. *Skip*

A. M. "Max" FRIEBEL—Puyallup, WA

Hi Cleve et al, I am sure I join many before me that marvel at how fast the years can pass us. So far I have been retired for 9 years, and I wonder where the time went.

This past year has been similar to some of the past, but some of the activities have been slightly curtailed. The cost of avgas has had a great bearing on how limited my flying has been this past year. There are some of the outings tho' have enough importance that I have managed to get to them. The flying into Idaho with the 180/185 group have always been one of the highlights, and they move up very high on the priority list as soon as they are announced.

I was able to make reservations on the piggy back railway trip through the Copper Canyon of Mexico this past February. This trip had my sister and I with the motorhome join 24 other rigs and travel through Mexico for 27 days. We started out in El Paso, and ended up back in San Diego. The highlight of this trip was the 5 days we spent with the motorhome chained down on a railway flatcar, and the train moving through the Copper Canyon at

about 15-20 MPH. The scenery was spectacular, and it was wonderful to be able to sit on a lawn chair on the front of the flat car and watch it all pass by. We spent each night on a siding on one of the villages, and had an opportunity to see and purchase some of the local crafters wares. In the morning, the engine would return and move us along again for another day of sightseeing. Anyone with a RV should give this some thought. It was a great trip!

I am sure that I join everyone on my concern with the problems with United. I agonize for those that are still working and trying hard to hold things together, and hope that they can have enough of the good times to let them forget the bad times.

My thanks to all that make our magazine possible.

Max

GENE HARTRICH "The Phantom Bidder"—Greenbrae, CA

This month marks my twenty third year of no days off, our fourth Kona Condo and our third month remodeling a small bath room. Our Jacuzzi flew west and the lighting seemed to be growing dimmer. The best way to prolong a project is decision by committee plus a building boom here on the Big Island has all the skilled workers overbooked. Finally my bride of fifty eight years announced she had had it with excuses and no progress so we returned to "America" to our Condo in Greenbrae where I was needed to turn on the water heater, hook up the car batteries and other chores to reactivate base camp. Now that I have returned to Kona to finish the job, decisions seem easier. Sometimes Shirley accuses me of Color Coordination by "Helen Keller" but this way, things will get done and I will be subject to only one giant "Monday Morning" critique.

It was fifty eight years ago this August eleventh in a Quaint Danish Chapel in Brush Colorado during a raging thunderstorm that we exchanged vows. Was that a harbinger of things to come? It's been a grand trip, not always smooth but never dull.

Best to all, *Gene*

JACK HILDERBRANT—Fort Collins, CO

Not much change from last year. I'm still volunteering at Habitat for Humanity, making repairs at our Boy Scout ranch, and serving as chairman of Eagle Scout Boards of Review. I just passed my written for my building contractor's license and expect to be working as a paid manager for HFH. Our son bought an old house out of foreclosure and that takes the rest of my free time. My wife Pat is serving on the board of a battered woman's shelter, the local garden club, and the symphony guild. No travel except for my father in law's funeral. We never did get a bill from United for the portion of the travel on Air Wisconsin so I guess that it is now free. Obviously we aren't looking forward to losing a lot of our pension but we'll get along. Thanks to all of the guys and gals that put together the monthly newsletter. *Jack*

LESLIE HOIST—Aspen, CO

Dear friends, time flies. Had a fairly good year. We took the Queen Mary east bound on its inaugural trip. Nice to wake up in Europe with your clock already set up. My wife had a medical problem and we eventually had to air-evac her to New York. Learned two things, don't get sick in Florida, and thank your lucky stars for medical insurance.

Would like to suggest a different scenario based on the URPBPA law suites. As the pilot law suites continue, and we don't get absorbed into the govt. pension benefit program, another bankrupt airline asks for retirement relief. The President has a news conference and informs the American People that another airline is using the relief fund to gain competitive advantage. "My fellow Americans, this is clearly not the intent of this fund to be used as a business tool. So, we are going to fix the system by keeping ALL the airlines out!" Nobody will get anything because we are not already in the system. Trust me; this is a viable option for them. There is nobody out there who has lost everything who will have any sympathy for a pilot losing most of his pension. The only thing this delay is getting is for some recent retirees to get older, and therefore do better with the formula. This thing needs to end now. As a group we have never really taken care of each other. There are some long time retirees getting around \$500 a month. Looks like what goes around comes around. This six month moratorium on pensions plan terminations could take every United Employee down the tubes. There is a time to hold, and a time to fold. Think about it, but do it fast, or we will all be WalMart Greeters.

Happiness, *Leslie*

HOWARD HOLDER—Tacoma, WA

Dear RUPA members, Not much to write this year, just waiting for the other shoe to drop.

My wife and I did make a trip to Ohio for a family reunion for Aunt Alice's 96th birthday. She and her brother Theodore were born during Teddy Roosevelt's term.

Next, to Niagara Falls, then Lockport, NY for a boat tour of the locks. A night in Corning and a visit to the Glass Museum, which I highly recommend to everyone if you are in the vicinity. On to Gettysburg to visit my sister, and IAD non-stop SEA.

Off in a few days in my trusty 72 Dodge Dart to Alaska and the oil pipeline highway.

Stay tuned for this one next year. *Howard*

GEORGE HOWELL—Rolla, MO

The hardest news to take this year was the hearing of my original-UA-classmate, Ray Wood, Flying West just recently! It came to me as quite a shock! We are still new-hires going to class in Hanger #3 on the Denver Stapleton Airport, and living or meeting at the Green Lantern.

No excursions to speak about. One trip to Chicago to attend the Autoimmunity Research Foundation Conference in March. Learned of much good news!

The good news is having come across the Marshall Protocol (MP) at www.sarcinfo.com and www.marshallprotocol.com to get rid of the Body Snatchers that have taken over my body. I originally thought that occurred in March 2000, but I now think the body snatching goes back to 1958, at least; and perhaps, more than one variety of CWD (cell wall deficient) bacteria! And, more good news that the MP works as stipulated on those two websites! I am showing some improvements already.

Have not built our retirement house yet. Still have high hopes of doing so!

See no reason to speak of the May 11 decision.

Best to all, and thanks, to all that make the RUPANEWS possible.

George

JOHN R. JACOBS—Littleton, CO

Hi Cleve, Here is the money for my dues – on time.

Last year was tough for me. My wife, Elizabeth, died in August. We were married forty years.

Thank goodness for children and my three grandchildren. They are a constant source of support and joy.

Thanks for all you do and keep the information coming. *John*

MILT JENSEN—Beach Park, IL

Dear Cleve; I read letters here each month from those members who are making excuses for being late with their dues. I commend each and every one of them for their extremely novel and in some cases lame excuses. My hat is off to them.

You will note that I am not quite one month late with mine. I would not even be one month late but the reason I am, is because I just cannot tolerate being badgered, therefore I resisted sending it exactly on time. I was ready to send mine on the due date of my birthday, but wouldn't you know it my wife, Ina, had begun nagging me about mailing my dues several days prior. Being one who will not tolerate being pushed around I resisted simply to demonstrate my independence.

I know that each and everyone of you can understand that feeling and sympathize with me. Remember, we were airline captains and our independence was or badge of honor. You will be happy to know that even though I retired 13 years ago I have not for one minute given in and become a softie, a follower or one who will succumb to someone who thinks she is boss.

Now that I feel comfortable and my manhood is still intact here is my check.

Things are going just great for us. Our health is good, except for just a few minor stumbling blocks and our family is all close to us. Our seven kids have turned into, seven plus twenty grandchildren (ten of each kind) and two great-grandchildren.

I am still involved in politics and was recently re-elected for a 3rd term as the mayor of the Village of Beach Park, Illinois. You see, Abraham Lincoln was wrong. You can fool all the people all the time.

With all of that being said I wish all of you good luck in the coming year. And I sign off with pride in knowing that I am still in charge here, regardless of what Ina might say.

Milt

ED JUDD—San Clemente, CA

Hi, Cleve, Looks like I missed the letter cut-off date for this year, I think maybe the first time since my first year of retirement. I have not forgotten the dues though that's enclosed.

The *RUPANEWS* says we will be losing you as sec/treas, soon, sorry about that; you have done a great job; and a big service for your fellow pilots. I am grateful to you and all the other people that work so hard at RUPA.

Regards, *Ed*

RALPH LARSEN—Santa Rosa, CA

Just a note to all my UAL friends: I'm still alive and kicking, but not quite as sprightly.

25 years since my last trip -- still dream about airplanes now and then. Golf is down to just a little more than 9 holes once a week, no better, but not much worse.

Like you all, I hope UAL weathers the storm and gets back on track! *Ralph*

C.J. LENAHAN—St. Augustine, FL

Dear Ted,

I retired in September, 1981, the same time the writer of the enclosed letter retired. It speaks for me as well as many others.

“Buddy” Frank J. Joffrion wrote many good letters about pilots over the years. Thought you might want to put this in *RUPANEWS*.

Thanks for all the good work you do. *C.J. & Bob*

It will take a while to get the letter into the computer, but maybe next month C.J.—Ed.

BOB & KATHY LYNCH—San Carlos, CA

Hi Cleve: I'm sending this to you via e-mail with postage check to follow. Cleve, I understand that you're stepping down as Secretary Treasurer of RUPA. I want to take a moment to thank you for the many years of service you have given to RUPA and to acknowledge the outstanding job you have done. Without dedicated volunteers such as you, RUPA could not exist. Again, thank you for a job well done.

Ten years now and counting. Kathy and I are still blessed with good health. Kathy is currently recuperating from extensive knee surgery after a job

related injury but should be back in business shortly. Did our usual trips this past year to Carmel and our place on Kauai, and expect to do an instant replay again this year. We're planning a trip to Paris again in October for NASA business but we're counting on having some extra time there for a little vacationing as well.

With a few other family trips thrown in for good measure, we met our three-vacations-a-year minimum again this year.

I'm still gainfully employed at NASA through this year. Who knows how long the funding for our program will last with the current administration in Washington being so clueless about the needs of the aviation industry. They appear to be diverting NASA resources away from the "Aeronautics" part of NASA in favor of a more high-profile investment in a "Back to the Future" rerun of another manned landing on the Moon. Go figure.

However, I am still enjoying the work while it lasts in addition to the extra income, especially now! This mess with United and the idiots we have "running" the company is unbelievable. Kathy and I have done all we can to help bring this travesty to the attention of our Congressmen and Senators as well as friends outside the airline industry who may unwittingly find themselves funding what's left of our pensions in the future. Of course, those of us in my age range will be impacted far less than those younger (if the PBGC doesn't collapse as well) but regardless of that, we are doing all we can to put a stop to this legalized theft of our pensions.

Our son Ron is a furloughed Delta pilot and, if this industry-wide pension problem is not fixed, he will likely elect to keep his corporate flying job rather than return to the line. Right now he has a left seat job on the Citation X, a Mach .92 / 52,000 ft. ceiling aircraft. He's got a six figure income with full company paid retirement and medical benefits including long-term care insurance. That's a lot better than Delta is offering now so, unless things change considerably in the next year, he's probably sticking with what he has.

As I said in this same space last year, I expect UAL senior management will (continue to) find a way to congratulate themselves with more obscene bonuses and bloated salaries using OUR money. The only thing that will ever stop them is when Congress and the American people finally wake up and realize that the US tax payer is going to be picking up the tab if corporate executives aren't required to

fulfill the legal promises they make. The airline industry is just the beginning. Next will likely be the auto industry and so on.

It's pretty sad to realize that the moral bottom-feeders of corporate America are now running our company. What a mess. And the current administration in Washington seems to be oblivious to the implications of such an important part of our national infrastructure slowly collapsing right before our eyes. Go figure some more.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

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

JEREMY MC GREEVY—Milwaukee, WI

Dear Cleve, I realize that once again my birthday has come and gone and I am in arrears in doing all those things that I am supposed to; my apologies.

Enclosed is my check for \$50, please sign me up for another couple of years of the *RUPANEWS*. This way I can only screw up every other year.

Many thanks for all you have done over the years. We will all miss you as Sec/Treas.

Cheers, *Jeremy*

GEORGE MCCULLOUGH—Suquamish, WA

Fellow RUPArians: Greetings and salutations to all. I am one day ahead of the deadline as I celebrate my 72nd tomorrow. All is well with Beth and I though I grieve over the demise of UAL and am outraged at our Federal Government and corporate management.



The attached photo is what it looked like fifty years ago. Good luck to all and kudos to the staff. *George*
geomac@sprintmail.com

DONALD F. MOTZ, JR.—Wheaton, IL

Dear Cleve, Before my birthday in April I thought about writing this letter and sending in my dues. As you can see I promptly put aside all those good intentions and have fallen into the 'brain-dead forgetful' category. As they say, better never than late, especially with me. Find enclosed a check for this year's postage fund.

I happened to be one of the many United employees that got together at the Federal District Court in Chicago several weeks ago to hear the judge allow United to turn over our pensions to the PBGC. The only bright spot of the entire process that day was getting to see a lot of fellow retired pilots and others who had come in for the same reason. Many driving from long distances. Even though they opened up a second courtroom for the overflow crowd, I think the outcome was a slam-dunk ahead of time. I wonder what it would take to convince the bankruptcy court that there may be another group or three out there that could do no worse and just possibly much better than the present management group.

My legal business continues to grow, as time seems also to zip by. Two years into this second career has me convinced that we had the best possible occupation for the past thirty plus years. I miss the flying, the people, and the places we went, but nothing else. My son graduated from De Paul last summer and now has one year of law school, also at De Paul, under his belt. Linda continues her piano, sewing, and other activities tossing in a little real estate development as well. Getting my business off the ground has curtailed our travels but we did enjoy the Marine Combat Helicopter Reunion in Reno last September. We have promised ourselves that we will attempt to set aside more time for traveling this year.

As I sit here at the cottage in Northern Wisconsin looking out at the lake writing this letter, I hope this finds you all healthy and happy. Until the next time I remember to send in my dues.

Godspeed, *Don*

ROGER NELSON—Granbury, TX

Hi Cleve, Well everything is good at the Nelson household. We are enjoying the motor home travels. We spent last summer traveling in Canada and the Northwest. Attended a Rally in Salem, OR put

on by the Monaco Corp. Quite enjoyable as we ran into four other UAL retirees. It is great to see all of the sights of this country. The winter months are in Indio, CA

Like everyone else we are waiting for the pension issues to be solved, as it will affect both of our pensions.

Regards, *Roger & Ann*

WILLIAM E. NORTHUP—Palm City, FL

Hi Ted- fifty years ago plus a few months we became Naval Aviators. tempus fuggit eh! Not much new here. Jane and I are doing OK so far. Son Bill returned from his year in Kuwait/Iraq and is back on the line with ASA (Delta). My first Squadron was formed July '55 and we are having a 50th Anniversary party this July at NAS Oceana (VF/ VA / VFA-81). Will try to make that. That's it for now.

Northy

BOB & EDIE OLSON—Barrington, IL

Ted and Cleve,

Thanks for your time and effort in getting letters and other items of interest to a scattered group of retirees; also want to thank Doug Wilsman for his efforts in crunching the numbers that will impact all of us. My wife Edie is dealing with I/C that affects her bladder and is quite painful at times.

Time to head for N. Minn. for some time on the lake with our children and grandchildren.

Best Wishes to all, *Bob*

ED POGUE—Sunnyvale, CA

Dear Cleve, Sorry to hear you are stepping down. You will be hard to replace.

Johanna and I made it to Australia last year for Air New Zealand's South Pacific Rosebowl golf tournament. It was held on the Gold Coast just south of Brisbane. Went over on United in first class and back to SFO in business class.

In July we are going to Russia and the Baltic States of Estonia, Latvia, and Lithuania.

I'm still doing wood working and playing lots of golf.

Glad to see that United keeps hanging in there. *Ed*

BETH A. RAPHAEL—Kailua Kona, HI

Hi Cleve, Where does the time go? I'm late with the \$, and I'll probably be late for my funeral. I still have the better part of "Mission United" notepads, so you got it.

Sad about our pension, but I'm giving air tours on the Big Island, Hawaii in a Piper Chieftain. It passes the time. *Beth*

WILMER "BILL" RICHARDS —Trinity, FL

Hi Ted: The only big news here is that I'm getting this letter sent early. I bask in my own glory.

Another hurricane season has begun. We were spared four times last year, only lost a couple of shrubs. I carted the lawn furniture from the lanai into the living room four times. I taped the windows (I know it is supposed to be a waste of time but it makes me feel better. At least I'm doing something other than contemplating my navel.) four times and then cleaned up my mess four times and---I'm pooped. I hope this year won't be a repeat.

Like everyone else, I'm sweating out the retirement thing. Luckily, UAL put my B fund into an annuity. I was upset at the time but now I'm happy about it because we should get our checks as long as Prudential Finance remains solvent. As far as the A fund goes, let's hear it for the PBGC. Long may it pay.

The sad news is that my wife, Mary, has been diagnosed as having emphysema and congestive heart failure. This is on top of the peripheral neuropathy she has been suffering from for more than eight years. Poor gal. Now I do most of the cooking. The only real problem is deciding just what to cook. Those of you in the same boat know what I mean.

Let me parrot lots of other guys: RUPA and RUPANEWS are very important to me. Thanks to the guys that get it printed. Check to Cleve. *Bill*

LARRY L. SCHMIDT—Santa Rosa, CA

Like everyone, we are waiting for the shoe to drop and see how our retirement will be affected by the plan termination. We are both in good health and are both too busy.

When you read this, we will be in Australia. Our church choir is making a trip to down under and will be singing in the Sydney Opera House. We will also be going to Cairns.

Last November we took a cruise in the Mediterra-

nean to Crete, Malta, Sicily, Naples and Rome. We do a fair amount of flying but most of it is not on United.

Hope all turns out the best it can for all of us.

Keep up the good work, and thanks. *Larry*

STEVE K. SCOTT—Annapolis, MD

A bit over twenty years ago the pilots of United Airlines went on strike ostensibly over the 'B' scale. Now the whole @#%&*ng industry is on a 'B' scale, retirees included. Am I missing a message, and to think some people accuse me of loving the grand conspiracy.

If I remember another history, I would like to thank, albeit belatedly, the efforts of Al Santmeyer (sp.) and his committee, instrumental in removing the 'B' fund from the purview of United Airlines and the Continental Illinois Bank, giving it to what eventually became the PDAP. Imagine, if you will, where we would be now without Al's effort....Thanks Al, where ever you are. While I'm thanking people, kudos are in order to Doug Wilman for his tireless efforts keeping us informed to the esoteric ways of the PBGC et al.

I am now ten years into retirement; what a decade it has been! Ten years from now I like to think we will still be complaining about what United Airlines management is doing or not doing.

Having recently reread 'High Horizons', only to feel a deep sense of loss, disappointment and bitterness with the events and of those responsible for what became of our United Air Lines. Can it be the new emphasis on the international routes is the better course of action? One can only hope!

My sincere appreciation to those involved in the publication and distribution of this news organ.

Steve

CHUCK SEHLKE—George West, TX

Capt. Cleve,

Nine plus years since I set the brakes for the last time. The check is in the mail, late again, but consistent!

Play golf about 3-4 times a week. I need to get a few years older to shoot my age. If it weren't for my kids and grandkids I would probably get to play more and get better; at least closer to my age. What's her name might not hold still for that.

Sorry you are stepping down. An "atta boy" to all you guys. *Chuck*

AA587: THE PERILS OF FLYING BY THE BOOK

By Peter Garrison

March 2005

When the NTSB reported the rudder of AA Flight 587 came off at below maneuvering speed, it should've given all pilots pause.

The November 2001 crash, shortly after takeoff from JFK, of American Airlines Flight 587 sent a tremor through the aviation community. It involved an extremely rare event: the structural failure, and complete separation, of one of the major flying surfaces--namely, the vertical stabilizer of the airplane, an Airbus A300-600. In the ensuing loss of control, the engines also broke away from the airplane, which crashed on Long Island killing all 265 persons aboard.

According to the National Transportation Safety Board's recently published report on the accident, only one other commercial airliner, a Boeing 707 that broke apart in severe turbulence near Mt. Fuji in 1966, has ever lost a fin in flight from external causes. That 707 encountered mountain wave turbulence so violent that the airplane broke into a number of pieces before reaching the ground, and a U.S. Navy aircraft sent to investigate encountered gust accelerations far outside the flight envelope of any airliner. In the case of the Airbus, however, extreme turbulence was not a factor. The closest thing to it was the wake of a 747 five miles distant. Such a wake can give even a large airliner a pretty good thump, but cannot tear it apart.

The finding of the NTSB was that the first officer, who was the pilot flying, used inappropriately vigorous, rapidly alternating rudder inputs in response to the wake encounter. Normally, jet pilots stay off the rudders; but this particular pilot, according to one captain who had flown with him, had shown an inclination to overuse them. (On the other hand, some described him as an above-average pilot who never flew airplanes aggressively, but rather "smoothly and accurately.")

Two other factors were thought to have contributed to the overcontrol. One was the design of the A300-600's rudder control system, which provided very little force feedback. In fact, the additional force needed to drive a pedal to its stop at 250 knots is less than the 22-lb breakout force--intended to prevent inadvertent rudder movements--needed to move the pedal in the first place. A survey of airline airplanes found none with rudder forces lower than those of the A300. Most other Airbus models, however, including the big four-engine A340, have characteristics similar to those of the A300-600, while Boeing and McDonnell-Douglas models without exception have lower breakout forces and considerably higher deflection forces.

Airbus had deliberately reduced the rudder forces when it developed the A300-600, as compared with the earlier A300B2/B4, in order to keep them in harmony with reduced roll forces. It also replaced the earlier model's variable-ratio rudder travel limiter (which allows less and less rudder travel in response to the same amount of pedal travel as speed increases) with a simpler variable-stop system. One of the consequences of the change was that as speed increased, the pedal travel shrank and the force required to achieve the maximum allowable rudder deflection decreased. In effect, the sensitivity of the rudder pedals increased with speed. The fleet standards manager of American Airlines' Airbus 300 fleet told the NTSB that he "did not think that any pilot would have thought that full rudder could be gained from about 1 1/4 inch of pedal movement and 10 pounds of pressure (above the breakout force) at an airspeed of 250 knots."

Another possible contributing factor, according to the Board, was a simulator routine intended to train American's pilots for recovery from upsets. One demonstration case required a bank angle of more than 90 degrees, but the simulator could not be made to reach that angle if the pilot reacted promptly when the upset began. The simulator was consequently reprogrammed to make it unresponsive to rudder until it attained the extreme bank angle. This artificial suspension of rudder effectiveness, the Board thought, might have instilled in this first officer--and possibly in other pilots--a sense that the real airplane would be similarly unresponsive, and that swift and vigorous rudder action would be needed to arrest any incipient upset.

The most significant finding to emerge from the accident, apart from the stated probable cause, was that the FAA's right hand didn't know what its left hand was doing. The NTSB reported that the fin failed at a load more than one-third higher than that required for certification; thus, Airbus was blameless. Pilots, on the other hand, found it inexplicable that any aerodynamic load could cause a failure in an airplane flying under VA, the maneuvering speed. By and large, pilots believed that you can't break an airplane at or below VA. They had good reason for thinking so. The FAA's own "Pilot's Handbook of Aeronautical Knowledge" says that "any combination of flight control usage, including full deflection of the controls, or gust loads created by turbulence should not create an excessive air load if the airplane is operated below [the] maneuvering speed." FAR Part 25 contained a requirement that pilots be made aware that "full application of rudder and aileron controls ... should be confined to speeds below "the maneuvering speed - a declaration that does not state, but that most people would understand to imply, that such control applications below the maneuvering speed would not, incidentally, tear the airplane apart.

Various experts at American Airlines told the Board that they had always believed that VA provided absolute structural protection. American had, furthermore, incorporated into its "Advanced Aircraft Maneuvering Program," which was intended to teach pilots how to recover from upsets and unusual attitudes, the advice that rudder rather than ailerons/spoilers should be used in certain circumstances, together with the implication that unusual attitudes were most likely to occur as a result of wake encounters; but there was no guidance on the possible effects of rapid rudder reversals. Evidence existed that this program had had an influence on the accident's first officer's flying technique. Another document, the Airplane Upset Recovery Training Aid, prepared cooperatively by airframe manufacturers and a number of airlines, had also emphasized the use of rudder in unusual-attitude recoveries. Airbus had criticized it, not on structural grounds, however, but because unwary use of the rudder could lead to spins. Incidentally, Airbus also expressed doubts about the realism of simulators - another issue that would later play a part in this accident investigation.

The overstress protection that exists at VA is, in fact, limited; but even the FAA itself seems to have been confused about what kind of protection VA actually provides. It was as though the engineers who design airplanes, the bureaucrats who certify them, and the pilots who fly them existed in different worlds, separated by a membrane impermeable to information. But that isn't the case. Some pilots are aeronautical engineers, and all airframe manufacturers, and the FAA, employ pilots. Although they seem to have been news to the NTSB, no one can suggest that the misconceptions about VA that pervaded the flying community were unknown to the airframe manufacturers.

One of two steps needed to be taken. Either the manufacturers had to build their airplanes to match the beliefs of the users regarding maneuvering speed, not just the technical requirements of the FARs, or else some effort had to be made either to re-educate pilots or to re-define the maneuvering speed so that it would play the role expected of it. None of these steps was taken prior to this accident.

Current certification requirements for maneuvering speed assume the use of only one control at a time; for instance, they do not provide for simultaneous pitch-up and roll. Furthermore, as far as the fin and rudder are concerned, full rudder deflection is permitted only when no sideslip is present. In other words, if the airplane yaws, you are not allowed to use full rudder to bring it back.

The aerodynamic concept underlying the FAR definition of maneuvering speed is a simple one. A flying surface can only provide a certain maximum lift coefficient before stalling, and the aerodynamic force experienced at that lift coefficient depends on the speed. The force exerted at the maneuvering speed is the so-called limit loading for which the wing structure is designed.

Nevertheless, that is really not the greatest force a wing can experience at the maneuvering speed. A limit-load pull-up combined with roll produces a still larger load, because the downward - deflected aileron, like a landing flap, increases the amount of lift the outer portion of the wing can produce while adding a large torsional, or twisting, component. Similarly, anti-yaw rudder applied when the airplane is in a sideslip - this was what broke the Airbus's fin - produces a larger load than the fin would experience with its rudder

aligned. To be sure, it is difficult to apply full rudder against maximum sideslip, because the airplane begins to stabilize itself before the pilot can react. The theory, in the case of AA587, is that the pilot got into phase with the airplane in such a way that, with the help of the Airbus's unusually sensitive rudder pedals, he managed to apply full rudder at the worst possible moment. His case was not unique; the NTSB enumerated six previous instances of upsets in Airbus aircraft in which fin stresses had exceeded the design ultimate load. None involved the A300B2/B4 with the variable-ratio rudder limiter.

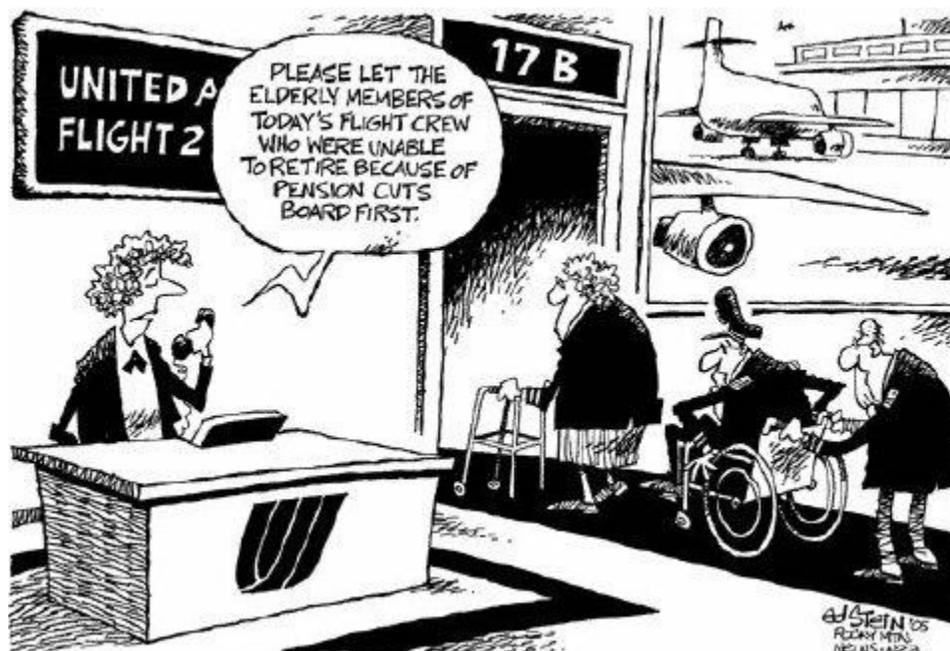
It might seem desirable to change certification requirements so as to require sufficient structural strength to withstand all control deflections in all attitudes at the maneuvering speed. Airframe manufacturers might resist such changes, however, because they would require heavier structures and thus raise the operating costs of future models, and would represent a massive and costly remedy for a statistically minor problem. An alternative to structural changes might be fly-by-wire control systems, which many Airbus models, but not the A300, already incorporate. Fly-by-wire systems can be programmed to hold structural loads within acceptable boundaries.

For existing aircraft, two changes could be contemplated. One would be to lower the published VA to a level at which all possible maneuvers are protected. If the loads experienced by AA587's fin be taken as a guide, the speed reduction would be on the order of 10 percent. Of course, even redefined V-speeds would not necessarily change the speeds at which airplanes are actually flown. AA587 was not flying at 250 knots in order to stay below VA, but to observe the speed limit below 10,000 feet. But they would make the meaning of VA clearer, and the implications of certain combinations of control movements more apparent to pilots.

The other change, which has already been set in motion by this accident and will continue, is to re-educate pilots about what VA means for airplanes that currently exist. Still, the most reeducated pilot in the world may forget what he knows if the airplane is flipped over at low altitude by a wake turbulence encounter, or when he thinks it's about to be.

This article is based solely on the National Transportation Safety Board's report of the accident and is intended to bring the issues raised to the attention of our readers. It is not intended to judge or to reach any definitive conclusions about the ability or capacity of any person, living or dead, or any aircraft or accessory.

Flying Magazine



CURT SIMPSON—Port Orange, FL

Hi Ted,

This marks one year of retirement and hopefully future years will be less stressful as far as UAL is concerned. (Yeah, right!) I guess management is really getting the last laugh. Oh well, I had almost thirty-seven years and it was great while it lasted. I am sure that we all saw the best of the airline flying career. (Yes, that even includes May 1985.) We will survive this as well!

Susan and I have really enjoyed the last eight years living in the Spruce Creek Fly-In (Daytona Beach, FL). We are so busy that the time just whizzes by. There are several other RUPA members living here so we all get a chance to discuss the UAL situation. If any of you RUPATARIANS find yourself in the area, stop by and we'll have an impromptu meeting on the spot.

Check is on the way to Cleve. At least this first one is on time; no guarantees after this. Thanks to all responsible for *RUPANEWS*. Until next year....

Curt

JOE SWENSON—Littleton, CO

Hello all,

Hard to believe, but I retired at 60 a year ago, flying my last UAL 777 trip to Maui and back after 37 years with UAL. This has been a tumultuous year for Eileen and me to say the least. We lost our youngest son Pat at 21½ May 31, 2004 which put everything else in a whole different light! He was a wonderful young man and I was blessed to be his dad. Even the potential loss of the majority of our pension pales in comparison. Fortunately, re: the pension mess, we have always been savers, the house is paid off as are our cars. I have had an opportunity to fly some 777's and 757's in part 91 ferry operations which has been a lot of fun. I also have flown a little in the right seat of a Cessna CJ-2 for a friend's business and I expect to get typed in it this year. I am, however, enjoying the part of retirement that allows us to do what we want when we want vs. being on someone else's schedule. I see that as one of my challenges in the coming year as I might want to get more active in the business but don't want to become too active. Thanks to all that put together the *RUPANEWS*! It is always fun to

hear from so many friends from the past. What an honor it has been to know and work with such a distinguished group of people! Hang in there folks, no one ever said it would be easy.

God bless,

Joe

MO TATTON—Menifee, CA

Hi Cleve: The check is in the mail and on time (honest)!

Hard to believe it's eleven years since I became too old and decrepit to do that job anymore. Looks like we have finally settled (after three moves) in an area that we will be happy in. It is a retirement community (Ryland Oasis) age 55 or better located in the Temecula Valley, California. Lots of great golf, tennis etc., to help keep the body from falling apart too rapidly.

Had one nice trip last year around the end of August. Went to England for five weeks. After a few days in London staying with Ann's sister, we met some San Mateo friends, rented a van and took off touring. We went to York, Hadrian's Wall, St. Andrews, the Scottish Highlands, then down to Wales and back to London. As you can imagine LAX-LHR-LAX was impossible. Forced to bite the bullet and pay full fare. There had been no standby seats LAX-LHR for three days and it was about the same LHR-LAX.

We are both in good health and hope it continues. Cheers, *Mo*

BILL THOMPSON—Aurora, IL

Cleve: The old birthday month has come and gone and here we are doing an up date. Better late than never.

Staying fairly close to home - airport security takes the fun out of it anymore. At least they don't have metal detectors etc. at my favorite golf courses.

Keeping out of mischief as a park district trustee. Seems like I'm busier now than before retirement. Some of that is the "mañana" factor - if it can keep 'till tomorrow, let it keep - when the pile gets real big, get busy. We just don't have to get things done before the next trip anymore.

Keep the blue side up and see you next time. *Bill*

TIM WHITNEY—Sausalito, CA

Hello to Ted, Cleve, and fellow RUPA members. I sure enjoy the monthly publications and would like to thank all of you who are involved in getting them out to us retirees.

It has now been two years since retirement and other than “waiting for the other shoe to drop”, I am enjoying it immensely. My health is good and my thirst for travel seems to be increasing!

I have spent some amount of time in South East Asia in each of the last 6 years. This last year, I was able to spend almost the entire winter in over there. Most of the time was spent in Thailand, however I was able to visit Laos for the first time. I have traveled thru Vietnam 3 times, and have enjoyed it so much, that this year I put together a tour of several cities in Vietnam for 9 friends. We spent about 3 weeks there, and all enjoyed the wonderful friendly people, the spicy food, the warm beaches, and the cheap prices. [Pilots Delight] This is a wonderful area to spend time in, while it is cold and wintry here in the US. However, my skiing ability has suffered since I started spending the winter months in the warmer climates. Only 3 days of spring skiing this year.

Last Sep. Robyn and I were able to visit with friends who have a home on the Costa Blanca of Spain. We spent a couple of weeks there on the Mediterranean. Then traveled by automobile to the cities of Granada, Ronda, Seville, Cordoba, and several other smaller towns, where we saw and did all of the touristy things. I had forgotten how good the Spanish wines were and how nice it is to sit outside with several plates of “tapas” and a glass of wine in the afternoon.

I still fly my Cessna 185 and have spent time in the spring and fall in Baja Calif. Mid summer sees Robyn and I camping [under the wing] and fishing in Idaho/Montana. This summer we will fly out to Oshkosh for the Big Show! I also have a short trip planned down to Guadalajara Mexico, to visit my brother who lives on Lake Chapala.

All and all it has been a wonderful busy year. The only down side was that I lost my Mom in May. It was a long time coming, and truly a blessing when it did finally happen.

My check is in the “snail mail” and thanks again.

Sincerely, *Tim*

KIRKE WATKINS—Sebastian, FL

Hi Ted,

Today (5/29) marks the 55th anniversary of my date of hire by Capital Airlines. Seems like only yesterday! But now I have to give up flying --- can't see any more. My Express (15 years in the making) is now For Sale ----- if any of you guys who are about to get your pensions cut, are interested.

We suffered major damage in last September's hurricanes but are now back in our house again --- and it's almost finished. All told, it has been an interesting and busy twelve months. I sure hope we don't have anymore quite this interesting.

Good health to all and God Bless America.

Kirke

P.S. Check to Cleve

LARRY A. WATKINS—Incline Village, NV

Hi, Cleve and Ted, Our Tahoe Trampers Group is going strong with the 2005 Hike schedule showing 224 miles of Sierra Hikes, all good exercise for this age group – 55 to 85! The Baron is still ticking along with the annual inspection, Biennial Physical and Flight Review. Always something to deal with.

My hat is off to Jim and Debbie Waugh for Jim's October letter to RUPA regarding the SOUTH BEACH DIET. Lil and I have been on the Pritikin Program for about 25 years with good results for our age and the South Beach Diet Program was a plus. I bought the three books written by Dr. Agadtston, MD. Both Lil and I started on the regime in November 2004. I didn't need to lose any weight but wanted to change my blood chemistry like Jim did. It WORKS! All categories are down, Cholesterol, Triglycerides, Blood pressure all down within limits. Can you believe a HDL of 97! That's a ratio of 2.4. Oh, yes lost 6 pounds. We are eating better than ever and have more energy just following the diet and recipes. I recommend the diet (Life Style) and of course moderate exercise.

Best to all, Here's to a healthier life! *Larry*

LLOYD WHITLOW—Henderson, NV

Time again to check in, another year, another birthday, and no rest for us retirees.

As was mentioned in an earlier letter, in July-August 2004 we did the Veterans Cruise on the *Pacific Princess* and were home just a week or so before flying to Seattle for a Reunion of my W.W.II Bomb Group, the 384th Bombardment Group(H), 8th Air Force. We arrive on September 8th and had a great time reminiscing with our members, then on the 11th we boarded the Holland America Cruise Ship, the *Oosterdam*, for an Alaska cruise. This was the newest ship of the Holland America Fleet and was one of the nicest ships we have been on. We missed the RUPA cruise because the *Oosterdam* arrived back in Seattle the day the RUPA Cruise departed.

Since 1980 I have been Head Honcho of my W.W.II Bomb Group, Assoc., it is a lot of work, but very rewarding.

In November my wife and I flew to England to make the hotel and other arrangements for our Bomb Group's upcoming Reunion in England, which is scheduled for Sept. 8th-12th, 2005. We call our Reunions in England, "Memorial Junkets"; this will be our Tenth Junket.

I selected the Huntingdon Marriott Hotel for our Headquarters and Lodging as it is located approximately 30 minutes from our Old Air Base at Grafton Underwood, it is also not far from the Duxford Air Museum where we will attend an Air Show on Saturday, Sept. 10th. On Sunday morning we will have a Memorial Service in the Church in Grafton Underwood which houses our Memorial Stained Glass Window and that afternoon a Wreath Laying Ceremony at our Memorial Monument, which is located on our W.W.II Base at the end of the old E-W Runway, followed by a Tour of the Old Base. When we leave the Base I have arranged for a surprise visit to a Pub near the Base where the guys hung out during the War, it is called, "The Old Three Cocks". Monday we will visit and have a Memorial Service at the American Cemetery in Cambridge and that evening our Farewell Dinner Dance.

You can see both the Monument and Window at the Museum Complex, Hill AFB, Ogden, Utah. A duplicate copy of the Window is located in the

W.W.II Chapel and just outside the Chapel is the duplicate Monument. In the Belfry of the Chapel is a copy of the American Bell, the original Bell was presented to our Group in 1980 and is located in a Church in Kettering, England.

Over Christmas and New Years we did a cruise on the Holland America, *Statendam* round trip from San Diego to Hawaii, not one of our favorite places, but ship board life was great. We did not bother to get off the ship in Honolulu, but did in Maui as we had friends we spent the day with. We had not been on Maui since the RUPA Convention a few years ago and we were astounded by the traffic and how overcrowded it was.

No health problems to talk about and we hope it stays that way!!!

Until Next Year!

Lloyd Whitlow

E.K. WILLIAMS—Round Hill, Virginia
ekwjr@earthlink.net

For another year we have enjoyed the blessings of God. Good Health, Good Friends and Good Food. I am abashed to say that I have probably abused all three. Aside from RUPA Lunch, RUPA Breakfast and RUAEA Lunch, there was eating and fishing in Yakutat and at Hatteras. Then there was driving cross-country to Orange County visiting and eating with family and HU-1 Squadron mates. Out by the old 66 route and back through Vegas, Salt Lake City, Cheyenne, Custer (SD), Minneapolis and Canton. Sharing the driving with loose schedules has made these trips very pleasant. This spring we drove to Texas for visits with family and returned by way of New Orleans and Savannah. There was the Sweet/Sour experience of the Last CAPAIR Assn. Picnic in September.

There was the New York Christmas trip with Linda and Gary Cook. Along with Bonnie and Bernie Schwartzman we surprised Jackie and Bob Tinsley on their 50th. Probably should have summarized this as a year of Social Gad-about. Thanks Cleve. Thanks Ted. Thanks Rich.

E.K.

STOP MULTIPLE SCLEROSIS IN ITS TRACKS!

Robert J. Rowen, M.D.

Of all the diseases I encounter, multiple sclerosis (MS) has posed the greatest enigma. Volumes of literature have detailed the search for a cause. Theories have ranged from infection to allergy to heavy metals and many more. Yet none of these proposed etiologies has panned out, and there's no reliable conventional therapy for this disorder, which affects tens of thousands. Finding the underlying cause of a disorder usually provides the mechanism to undo or treat the disease, so it's vital we find the cause.

Could the underlying cause be so common and simple that it has been overlooked for over a century, while affecting almost all of us on one level or another? One man certainly thinks so and has strong evidence supporting it. And even better, his theory gives us a treatment for this disease that's now the main treatment used for MS in the United Kingdom!

First, let's explain what MS is or is not. The term is simply a description of the disease, as most Western diagnoses are descriptions only. Mainstream docs don't realize that there's an underlying cause for all problems.

To be diagnosed with MS, a patient must have "sclerotic" (scar-like plaques) lesions in the white matter of the brain, resulting in neurological impairment at "more than one" distinct functional site (For example, both blindness and impairment of a limb). White matter is the fibers or wires (called axons) of the brain that carry electrical impulses from the neuron's cell body (gray matter) to its connections. The "sclerosis" lesion impairs or stops the nerve impulses.

Even though the cell itself is alive, its connections are shot, and hence, each sclerotic lesion is the equivalent of a mini-stroke for the neurons involved. When these lesions affect the nerves of more than one area of the body, the diagnosis is MS.

Until recently, doctors have had little to offer MS patients. Of course, most of them turn to drugs or chemotherapy to treat the symptoms, but none have any real answers. The good news is, MS patients now have a treatment that's fairly easy to find and can work wonders to prevent the degeneration of the disease — and in some cases, reverse it.

Dr. Phillip James of England is a pioneer of MS research. I recently sat down with Dr. James and what he told me was fantastic news for MS patients.

Dr. James is a diver and noticed that scuba divers afflicted with the "bends" had central nervous system (CNS) lesions strikingly similar to MS. Studies show that injections of micro-bubbles of air or fat into the carotid arteries of rodents open the blood brain barrier (BBB), allowing blood proteins to escape into neural tissue. These bubbles of air or fat (emboli) obstruct circulation enough to reduce oxygen tension to the BBB. This impairs the brain's ability to produce the energy requirements needed to protect the CNS. Once inside the CNS, blood proteins incite inflammation and destroy the nerve's ability to transmit impulses.

Five times more emboli actually hit the brain's gray matter (neuron cells), but these tissues are spared damage because of redundant capillary circulation, which can feed the gray matter BBB if one capillary gets hit. Certain CNS areas are particularly vulnerable to this embolic process because of blood flow properties to those specific areas. These are uniformly in the white matter, which has the double whammy of no redundant flow (unlike the gray matter), and specific "watershed" areas. The latter are in between the flow of two arteries whose opposing flows may cancel each other out, resulting in possibly getting fed by neither! Hence, lesions and affected areas are not random from patient to patient, but are relatively predictable. For example, MS commonly affects the optic nerve (blindness), certain motor pathways (paralysis), and bowel and bladder function (specific brain and/or spinal cord locations).

Dr. James points out that MS patients also have lesions outside the brain, for example, petechia (tiny broken vessels) in the skin. What's the connection? The accepted orthodox method for inducing MS-like disease in animals involves injecting the animals with mineral oil mixed with dead brain tissue. Billions have been wasted on this obviously ridiculous study, as the theory cannot explain the skin lesions. Nor does experimental animal neurological pathology exactly match the known human pathology. Humans are not injected with brain tissue prior to MS development, and few, if any, even eat brain tissue. But, as mentioned, intra-arterial bubbles of nitrogen or tiny particles of fat have repeatedly been shown to induce lesions identical to those of MS. Arterial fat bubbles may occur following relatively minor trauma, as well as major trauma.

Dr. James proposes that trauma can cause damage to fatty cells, which leak their contents directly into the venous blood supply. Once this debris is dumped into the blood, it travels to the lungs, where it's either cleaned up or passes through and into the oxygen supply side of the circulatory system, plugging it up. The lung's tiny capillaries are the ONLY lines of defense protecting the arterial circulation from this round-the-clock phenomenon. However, they are not foolproof.

Here's why this is important: Since most of us have sustained at least some minor traumas sometime in our life. Dr. James believes that most all of us have had MS-like activity in our brains at some time, which can be verified by brain MRI (magnetic resonance imaging) scans. Most "normal" reports state, "white matter changes of unknown significance."

However, if the patient were neurologically symptomatic, it would be of great significance - signaling the presence of MS. Dr. James says that all of us are passing some debris through the lungs at some time. The junk can make its way to the brain and cause small focal white-matter changes, which in the average person is healed up quickly (since the incidental white matter changes can disappear on MRI the next day) or compensated for by an otherwise healthy nervous system.

However, the MS patient, for various constitutional reasons, either gets hit more with these small emboli or cannot properly repair the initial damage. Hence, even a minor trauma early in life, that released fat into the circulation system, could cause a BBB disruption that smolders for a long time without symptoms, only to finally erupt years later.

Further, 25 percent of the population has an opening between the right atrium (venous blood) and left atrium (arterial blood), which could allow debris to pass directly to the arterial side, bypassing the lung filter! (We all did when we were in the womb. It closes in 75 percent of us.) Physics of circulation would select the brain as the most likely target of arterial debris deposition. Once in the arterial blood, debris could travel not only to the brain, but elsewhere, producing lesions in places like the skin, (which is a site of fine capillary damage seen in many MS patients).

I reviewed Dr. James' scientific photographs of diseased tissue and I believe his theory is accurate. You see, many have tried to implicate viruses, allergens, toxins, etc., and from time to time, such are found in a particular MS patient. However, there's no consistency. This theory accurately describes an initial trauma or injury, which may predispose or allow entry of infective, allergenic, or toxic agents through the protective membranes of the brain. Hence, their presence may be secondary, and not the cause.

Does this provide a mechanism for help? You bet it does, and it all goes back to my favorite subject — oxygen! Dr. Richard Neubauer of Ocean Medical Center (954-771-4000) near Ft. Lauderdale, Florida, is likely the world's leading authority of Hyperbaric Oxygen therapy (HBO) Some 30 years ago, while treating a MS patient with HBO for osteomyelitis (bone infection), he discovered the MS symptoms dramatically improved. Investigating further, he began treating a number of MS patients with HBO and got impressive results.

How does HBO work? The BBB is very metabolically active and extremely energy (oxygen) dependent. Diseased areas are on the short end of the oxygen stick. HBO delivers oxygen *everywhere* in the body, regardless of whether there's blood flow or not! The BBB can repair itself, protecting the damaged tissues underneath and giving them an opportunity to heal. The oxygen also restores the nerves' ability to transmit impulses.

Remember, many cells can be injured or incapacitated by a lack of oxygen, while getting just enough to hang on. These cells can be restored. Dead cells are dead. Thus, Dr. Neubauer's observations that treating the disease as early as possible yields improved outcomes makes sense. However, even years afterward, there could be enough viable cells to come on line again, which, when restored with oxygen, can make a huge difference.

Dr. Neubauer reports that 70-80 percent of his MS patients will have stabilization of the disease or improvement with HBO, and only 20-30 percent will deteriorate. This compares to 80 percent progression if left untreated or relying on the usual dangerous and ineffective orthodox treatments.

In the United Kingdom, thousands of patients are receiving HBO treatment at more than 100 sites. Their experience confirms the findings of our own Dr. Neubauer.

Even so, not everyone is on board yet. In the early 1980s, after a number of anecdotal reports on its effectiveness were published, the MS Society paid Dr. B. Fischer \$250,000 to study and discredit HBO as a therapy for MS. Dr. Fischer followed 40 patients with advanced MS and divided them into a treatment (HBO) group and a sham HBO placebo group for 20 sessions.

His results: "Objective improvement occurred in 12 of 17 patients treated with HBO and in one of 20 treated with placebo." Odds of this happening: less than one in 1,000." At one year of follow-up, deterioration was noticed in two patients (12 percent) in the HBO group, neither of whom had an initial response, and in 11 patients (55 percent) in the placebo group." Random chance occurrence: less than eight in 1,000.

Dr. Fischer had the fortitude to publish his favorable findings on HBO treatment in *The New England Journal of Medicine* (308:101-186). His reward? He lost his job, and his HBO chamber was dismantled and left in the alley for garbage collection.

Several articles have since appeared in an effort to debunk the findings of Dr. Neubauer, but he reports they have methodological flaws. Neubauer has found that relatively low pressure HBO (1.3-1.5 atmospheres) works best. Higher pressures may not work at all, and the studies finding no positive effects are largely using the higher pressures.

These findings are really good news for all of us. Low pressure HBO is easier to perform, and there's the new availability of inexpensive FDA approved fabric chambers. These have lowered the cost of treatment dramatically, and have enabled outright purchase of a home unit. In fact, we have just acquired the use of two low-pressure units in our office, and our HBO provider. Dr. Todd Kaufmann, can assist those desiring to get their own unit. His phone number is 800-635-4334.

Healing Secrets Your Alternative Doctor Doesn't Know About

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

HUGH M. WILSON—Fallbrook, CA

To: Ted and all

I am about to start my 25th year of retirement. Most of my favorite captains from my co-pilot days have "flown west" by now. I see that Win Lippincott has joined those ranks. He and I had a lot of fun together in our early days in New York. He was a really good guy and economical too.

We are having a busy year. Renewed my CFI in April, in May we flew our 182 back to Florida to attend a granddaughter's college graduation. In May we went to Sacramento where another granddaughter got her masters degree. Later in the month we flew to Eureka where I attended my high school reunion. Next week we are off to San Antonio for a wedding. In August we will go to another in Boston. In September we have the Reno Air Races and are hosting my Marine Air Group reunion in Carlsbad. In December we will be joining most of the family for a short Xmas cruise out of Florida.

Helen and I are doing pretty well for our ages and the avocado crop was good this year.

Best regards, *Hug*

BILL WOOLFOLK—Orange, VA

The BIG 70 this year but still in good health. Just passed my FAA physical and flying my RV-6.

Special thanks to all who work putting together the *RUPANEWS*.

I was transferring some color slides to DVD the other day that were taken at ORD in the 70's. In the pictures were Eastern, Pan Am, and TWA airplanes. How the airline industry has changed and is changing.

What a great 34 years working with all of the great people at UNITED! KUDOS!!!! KUDOS to Doug Wilsman and Bruce McLeod for keeping us informed on the bankruptcy process.

Bill

D. L. (LARRY) WRIGHT—Los Altos, CA

Nothing exciting to report this year. I'm still involved in eating donuts, drinking coffee and enjoying the camaraderie at Folding and Stuffing (the RUPA mailing).

We still go up to our place in Oregon to check on how many trees the porcupines have eaten. Actually the porcupines seem to be slowing down but now the deer and elk think my young trees are a wonderful place to clean their antlers, which is very hard on the bark and the tree.

Our grandson is now sixteen months old and like all grandchildren, he is an absolute delight. Watching him grow, explore and learn is a wonderful pastime.

We plan to drive to the RUPA Convention in Washington, D.C. and we have mapped out numerous stops and a large number of miles to get there. Something about going around your elbow to get to your thumb!

Larry

IN MEMORIAM

PEGGY BABCOCK

Peggy Babcock, wife of Gary Babcock, died January 25, 2005 after an 18 year battle with multiple sclerosis.

Thank you very much for all your work with the newsletter.

Gary Babcock

ALICE BARRETT

Ted,

Regret to inform you that Alice Barrett, widow of Captain Earl Barrett, died on May 24, 2005

Herb

HOWARD R. BLACK

Howard Robert Black, 92, husband of Mildred Curry Black of Laurens, SC, died Friday, May 27, 2005, at his home.

He was born in Butler, PA, on October 9, 1912. Mr. Black was a Captain for United Airlines for 33 years. He flew for Air Transport Command during World War II.

Surviving, in addition to his wife are a son and daughter-in-law, a daughter, four grandchildren, two great-grandchildren, and several nephews and nieces.

Memorial services were held at Laurens First Presbyterian Church. In lieu of flowers, memorials may be made to Hospice of Laurens County, P.O. Box 178, Clinton, SC 29325.

CLAYTON BROWN

Clayton Brown was born in Winona, Minnesota in 1917 and learned to fly with Max Conrad while still a teenager. He joined United in June of 1941, was made captain in one year starting with DC-3's and retired on 747's as number one in seniority out of O'Hare in 1977.

His 19 year battle with prostate cancer ended on February 6, 2005 and he was interred in Winona. He had resided in Oak Brook, IL for 40 years and his spare time was taken up with his english springer spaniels for field and game trials along with a love of woodworking.

He is survived by his wife of 67 years Ruth, as well as two sons and a daughter, grandchildren and great grandchildren.

EDNA CAMERON

Edna Cameron, wife of Lee Cameron, passed away June 9, 2005.

Services were held at Green Hills Memorial Park, San Pedro, CA

ROBERT E. HODSON

Bob passed away suddenly on May 5, 2005, following heart surgery. He was born on July 28, 1925 in Oakland and lived his life in the Bay Area, mostly in San Mateo.

He flew in the Army Aviation Cadet program and graduated from San Francisco State. He flew for United Air lines for 34 years before retiring to spend his time sailing and playing music. He played saxophone and bassoon in many groups, including the Bob Saul Orchestra, Fargo Drive Saxophone and Dining Society, Lyric Theatre, Peninsula Symphony, and at Chico Chamber Music Workshop. He also taught music students in his home and at Kennedy Middle School in Redwood City.

Bob will be remembered for his gentle and patient nature, keen wit, and ever-present sense of humor.

He is survived by two daughters, three grandchildren, and loving companion, Linda Wilson. Cremation was by the Neptune Society. His ashes were scattered at sea.

PAUL A. NORDSTROM

Retired Captain Paul A. Nordstrom died of cancer at his home in Loveland, Colorado on June 12, 2005.

Paul is survived by his wife, Margaret (Maggie) Nordstrom.

Memorial services will be conducted at 10 am on Tuesday, June 21st, at The First United Methodist Church, 533 Grant Avenue, Loveland, CO 80537.

L. RAYMOND "RAY" WOOD

My long-time good friend, Captain Ray Wood (Ret.), passed away May 27 in Hilton Head, SC after a tough fight with lung cancer.

Ray was a Marine pilot in VMA-214 (the famed Black Sheep Squadron) flying FJ-4B's in Hawaii when I first met him.

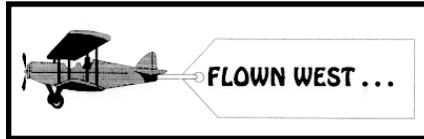
He came to United in 1961, served as a crew man in the early 60's while laid off, and was based in Chicago for most of his flying. He flew the DC-6, Caravelle, and DC-8 as 1st and 2nd Officers, and was a Captain on the 737, 727, DC-10, and 747-400. His last few years were spent flying the far-east on the -400.

Ray was known throughout the system as a unique individual - one of a kind! His jokes, antics, PA announcements and general good humor made him a legend to flight and ground crews. He sometimes made the announcements in Japanese and his practical jokes always delighted the passengers.

He was busy during retirement, serving as a volunteer with the Coast Guard Flotilla and the Beaufort Co. Sheriff's Department. He was a member of the Navy League and the Country Club of Hilton Head. He was also an expert in the field of clock making and repair.

His wife of 24 years, Cindy, is a retired UAL F/A.

Rick Carlton, Capt. (Ret.), ORDFO



JAMES J. HELLMANN	1/19/2005
CLAYTON BROWN	2/6/2005
NEIL S. SPANN	3/8/2005
EDWARD F. PIPER	3/8/2005
E. EUGENE EAGAN	3/10/2005
EMMETT M. "Bump" HANLEY	3/11/2005
RICHARD W. GODFREY	3/17/2005
GEORGE E. BURLINGAME	3/22/2005
ROBERT G. CUMMING	3/23/2005
DAVE RIGGS*	4/3/2005
MILO W. BACON	4/8/2005
ROBERT E. HODSON	5/5/2005
TIM STARK*	5/23/2005
HOWARD R. BLACK	5/27/2005
L. RAYMOND WOOD	5/27/2005
PAUL A. NORDSTROM	6/12/2005
JOHN R. TURNER	?

** 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---*San Marcos CC*- 760-723-9008
2nd Tue. Nov-Apr Treasure Coast Sunbirds---*Mariner Sands CC* - 772-286-6667
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---(Even Mo.) *Hacienda* - 310-821-6207;
3rd Thu. LAX---(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908
3rd Thu. Ohio Northcoasters---*TJ's Wooster* (Always coed.) - 440-235-7595
3rd Thu. SEA Gooneybirds---*Airport Marriott* - 425-893-9154
3rd Thu. So. Oregon (MFR)---*Pony Express, Jacksonville* - 541-245-6896
3rd Thu. TPA Sundowners---*Boston Cooker* - 727-787-5550
Last Thu. Hawaii Ono Nenes---*Mid Pacific Country 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: July 20, 2005

Mailing: August 3, 2005



PERIODICALS

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