



RUPANEWS

Journal of the Retired United Pilots Association

Volume 7 Number 9

(Journal 553)

September, 2005



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

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

PRESIDENT'S MESSAGE

I have several subjects I would like to emphasize in this issue of the RUPANEWS. The first is our upcoming RUPA Convention. I encourage you to get your registration forms in as soon as possible. We only have a limited number of rooms set aside at the hotel. If you wish to attend, you must stake your claim to one of the remaining rooms by calling the hotel to assure you are getting the negotiated RUPA rate. There will be an open business meeting on Thursday evening following the buffet diner; this will give all in attendance the opportunity to take part. If you are a golfer, this is your opportunity to show your stuff. We continue to read in these pages on how well your game is going so we have set up a tournament for your enjoyment. It appears that some of you are hesitant to sign up or maybe a little shy; golf registrations are slow. Let's hope the golfers on the east coast can support this effort a little better. All registration forms must be received by October 5th as I am leaving for Washington DC on the 6th.

It's time to close the RUPA, Wall of Honor, honoree drive. We have received a tremendous response; far more than we ever expected. It is now time to move forward with the engraving so everything will be ready for the unveiling at the Convention. I am extremely proud of all who participated and very thankful to the Washington DC, Eddie O'Donnell group, for getting it started.

URPBPA is still advocating we all contact our Senators and Representatives and each Committee member that is considering Pension Legislation. Even though Congress is in recess, urge your representatives to support legislation that includes a six month moratorium on pension termination in bankruptcy court, such as Senate Bill 1158.

It's getting to that time of year where we prepare to publish the new RUPA roster. Check your old roster and make sure all your information is correct and up to date. Make sure your e-mail address is correct and double check to see that your telephone area codes are proper. Cleve has asked that the Snow Birds forward their address changes to him in a timely manner.

Jim Olson has graciously stepped forward and volunteered to become our new Secretary/Treasurer. Jim will take over from Cleve Spring in October. Watch for the change-over information. I would like to thank Jim Olson for coming forward, "Welcome Aboard" Jim.

The 2006 RUPA Cruise information is included in this issue. It departs from New York on October 14th for 11 days to the Southern Caribbean and back. I know it takes place a year from now but we must schedule these events this far in advance to take advantage of the price breaks offered and to assure the most desirable cabins are available. It's important to book early.

Fraternally, *Rich*

WIDOWS COORDINATOR,

JACKIE PANCOAST ABEL

I believe the RUPA members should give a standing ovation to Cleve Spring, who is departing from the RUPA SEC/TREAS position.

I have worked with Cleve these many years and it has been a delightful relationship.

May all of our best wishes go to Cleve and Rose with our thanks.

Jackie

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.

EDITOR'S NOTE

(Ed. Note: It is not policy to print critiques or rebuttals as doing so would invite them. It was felt that this letter touches on a view that should be heard.)

I don't think it's proper for RUPA officers to chastise today's United MEC representatives with regard to their stance on the retirement plan. ("The union leadership of today is not of the same moral fabric as the leadership of 1985" – RUPA president, June 2005.)

Today's MEC has an even more obvious vested interest in the survival of United Airlines than did the MEC of 1985. The very livelihood of the pilots they represent depends upon United extracting itself from Chapter 11. Today's MEC has to make tough decisions completely different from those of 1985. I speak as a former member of the MEC, a former member of the Negotiating Committee, a former member of the Merger Committee (Capital/United), and as a former MEC Grievance Chairman. If there's one thing I learned from those experiences, it's that airline pilots are quick to criticize, and slow to show appreciation. I guess that's just the way an airline pilot is built. In addition to my own career, my dad was an airline pilot for 33 years (1935-1968) - a charter member of ALPA - and my daughter continues to be an airline pilot for more than 20 years, so I'm familiar with the breed.

It must be remembered that the current pilots have their careers at stake. Conversely, our careers are long gone. If United folds, all that we stand to lose is our pass privileges – a drop in the bucket in comparison to what current line pilots have at stake. This being the case, we're hardly in a position to criticize the current moves being made by ALPA as they confront an unprecedented situation on United Airlines.

Also, it's not necessary for retired pilots to brag about how long they might have been "number one on the list" or that they will still get their cherished "six-digit" retirement check due to nothing more than a quirk of their birth date or, in one case at least, a revised "family bible" birth date. ("At 75, my six-digit income is secure." Words of wisdom from good 'ol "Pierre.") Bragging about this kind of stuff is akin to thumbing our noses at current pilots who have to pay a hefty price to try to right United's ship. Hopefully, we'll show some compassion and understanding about the hell that they and their families are currently facing. We should not be criticizing ALPA, and we definitely should not continue to demonstrate insensitivity by bragging about "how good" some of us have got it.

Carl B. Jordan

MDW-ORD-LAX 1956 -1993

DEN GOOD OL' BOYS

The August meeting of DEN Good ol' Boys occurred on a delightful late summer day. The turnout was about as expected and the vittles met the approval of most. Somewhat unusually, the coordinator made muster before almost everyone, and managed to get set up awaiting the crowd.

During the boring business meeting, the funeral of Howard Reid was recapped as was the final flight west of Mal Meador. Mal had received heart bypass surgery and didn't survive very long following.

Jim Krasno was called upon to update all re: the situation and where we stand on the pension and the PBGC, etc. He outlined the next steps and where we could be heading.

There being no other reports of illnesses or other business, a substantial portion of the meeting was devoted to socializing and fertilizer slinging, as the last needs to be practiced in order to maintain proficiency. The meeting adjourned at a respectable hour.

Those present included: Bill Hanson, Dick Garbrick, Bob Clipson, Rick Madsen, Maury Mahoney, Bill Hoygaard, A. J. Hartzler, Bill Bates, George Benkendorf, Curly Baker, Phil Spicer, Bill and Bryan Matheny, Ed Riehl, Dick Shipman, Hugh Moore, Mike Williams, Ed Cutler, Ralph Wright, Larry Walters, Bill Fife, Bob Blessin, Norm Miller, Dave Johnson, John Thielen, Al Snook, Stanley Boehm, David Horwitz, Pete Lynch, Bay Bowman, Jim Harris, Jim Krasno, Fritz Meyer, and the coordinator and scribe,

Ted Wilkinson

UNITED RETIRED PILOTS BENEFIT PROTECTION ASSOCIATION URPBPA UPDATE

Litigation:

A Victory for URPBPA: Bankruptcy Judge Eugene Wedoff, on August 26, ***DENIED*** the Pension Benefits Guarantee Corporation (PBGC) motion for summary judgment. The PBGC had filed this motion to allow, without a trial, the involuntary termination of the United Airlines Pilots Defined Benefit Pension Plan and the dismissal of objections to the termination filed by URPBPA, ALPA and United.

This means that a trial will now determine the issue of whether the Pilots Pension Plan should be terminated and if so, on what date. Judge Wedoff has set September 21, 22 and 23 for this trial to be held at the courthouse in Chicago.

URPBPA will continue do everything it can to protect its members' pension benefits, which will be paid unless and until the Pilots Plan is terminated by court action.

Note that the only retired UAL pilots who would not be affected by the termination of the Pilots Defined Benefit Plan are those whose pension checks come from an annuity and not from UAL (The Northern Trust Company). Retirees from Pan Am and U.S. Air had to sue to get the correct benefit after the PBGC took over those pension plans. Retiree organizations at those airlines carried the lawsuits for their members. URPBPA will provide this service at UAL **for its members.** Go to www.ualpilotpension.com for membership information.

Legislative:

Thanks to the efforts of the AFA and some retired pilots, the California Assembly passed a bill (AB 18) urging the U.S. Congress to save United Airlines' pension plans.

In September the U. S. Senate and the House will begin to consider pension legislation. Your communications with members of the House and the Senate could help preserve your pension. **URPBPA will post legislative alerts on our website at www.ualpilotpension.com. Check this site often for the latest information. There will be easy-to-follow instructions to assist you.**

The Senate Finance and the Health, Education, Labor and Pension Committees as well as the House Ways & Means Committee are considering bills that are not helpful to UAL retirees. S 1158 and HR 2327 are helpful Senate and House bills that provide for a 6-month moratorium on PBGC pension plan terminations. Go to www.congress.org to send E-mails to your two U. S. Senators asking that they co-sponsor and support S 1158 to provide time so that alternatives, such as URPBPA's "Split/Freeze" proposal, can be considered to prevent the termination of the UAL pilots pension plan. California retirees should telephone, fax and E-mail Sen. Feinstein that UAL will **NOT** be forced into Chapter 7 if the pension plans remain. Her refusal to support S 1158 is an anti-labor/pro-business position.

Fraternally,

Jerry Terstiege
URPBPA Secretary
Foster City, California

ABOUT THE COVER

United Air Lines Convair CV-340-31 N73127
General Edward Lawrence Logan International Airport
Boston, Massachusetts June 1, 1958
Photo Courtesy of William J. Armstrong

DANA POINT RUPA LUNCHEON

On 'the deck' today at the *Wind and Sea* Restaurant were 18 guys who were not on vacation elsewhere. Dana Point harbor is quite pleasant this time of the year. What with some good food and cool breezes from the ocean... everyone quickly set in to some lively conversations.

Present were: Park Ames (yes even Park was in town), Bob Ballinger, Bruce Barton and his son Dave Barton (Dave flies with Net Jets), Carlos Bernhard, Walt Bohl, Bruce Dunkle, Bob Fuhrmann, John Grady, John Grant, Pete Hansen, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Ted Simmons, Joe Udovch, and Rudy Haluza.

Back in 1968 Rudy almost won a medal in the Olympics that were held in Mexico City. He was in the 'fast walk' competition and got passed by the Mexican 'walker' who was running. The Mexicans needed a medal and the judges did not rule on the illegal 'running' ...Rudy lost his medal position. Still Damn Good Show anyway Rudy!. Rudy did say that he recently got a new set of knees. The operation was fine and he is adjusting well.

Tony Testa was absent but checked in, reporting that he has gone through a series of operations and testing for Cancer. He is on the positive side of the curve right now and would welcome calls at 949-496-9839. Also he said his doctor ok'd him to drive but to only make left turns...or was it right turns?

Dave Barton forwarded the info that Net Jet is still hiring Pilots. Several Delta pilots recently came over after taking early retirement. He can be reached through his Dad Bruce at 702-837-9030.

Looks like about 600 Delta pilots are taking early retirement by Sept 1.

L.A. paper reported that United Stock Committee settled a class action lawsuit for \$5.25 Million. The settlement will be paid by insurance, a law firm representing the committee said. I wonder what that means to 'us'

URPBPA is alive and the checks to them and us are still coming in. September should be very interesting for our retired pilot group!

Next meeting Tuesday September 20th @1200...See you there. *TED*

LAX SOUTH BAY LUNCHEON

Had a great turn out today. Had a raffle for a free lunch and it was won by Jim Matheson. Oh well, the rich get richer.

We were delighted to see Margaret Barnard.

Also attending were Taywan and Bob McGowan, Shirley and Jack Hanson, Ginny and Dave Tank, Trudy Ann Buck, Norm Marchment, Gene Gawenda, Ken Williams, Ken Kuecker, Walt Albright, Don McDermott, Gene Biscialuz, Jim Day, Herb Goodrich, Bob Mosher, John Joyce, Jim Turner, Norm Witt and me, Rex May.

I really appreciate the contingency from the valley showing up.

After the norm about our pensions Norm Witt entertained us about his ups and downs of becoming a billionaire. Best wishes, *Rex*

AFLAC INSURANCE FOR RETIREES UNDER 65

AFA has negotiated a Voluntary Insurance Program with AFLAC. This program consists of several different policies that cover various medical situations, including dental coverage. These policies are open to active United employees, under age 70, and retirees under age 65. Retirees have a one-time enrollment period from August 24, 2005 to October 31, 2005. These policies pay benefits over and above any other insurance benefits a participant might receive. Go the United Association of Flight Attendants web site: www.unitedafa.org and access AFLAC : Voluntary Insurance Information. That portion of the site is in the public area, so anyone can access it. I attended a presentation by AFLAC and AFA, and any United retiree under age 65 should check this out. *Jerry Ackerson*

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

Co-ed 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 winemakers 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.

DEAR RUPA GOLFERS:

Hope to see as many golfers as possible for our tournament associated with the convention. Bring all the skills you possess, for our resident golf expert, Captain Clyde Luther, has amassed an impressive array of prizes to be awarded. Some of the donations collected thus far to be awarded include: Bobby Jones Golf Shirt, one really good golf umbrella, 2-12 packs of Titleist golf balls, three Titleist hats, Titleist pitching wedge, autographed Arnold Palmer putter, (to date) unspecified gift from Cleveland Golf, a collectable original painting with golf theme, 2 Jack Nicklaus Golf shirts, and there is a request for a certificate of congratulations to the RUPA 2005 Golf Champion autographed by Tiger Woods, hopefully it will be here in time for the awards ceremony. There will be more prizes as we get closer to the date and I will keep you apprised. As a reminder, we must get a minimum of 40 golfers to get this thing airborne. I am confident that everyone will have a good time so join us.

United Airlines Historical Foundation

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

RUPA CONVENTION REGISTRATION FORM

October 13 through October 17, 2005

NAME _____ SPOUSE/GUEST _____
E-Mail Address (If Applicable) _____

**(All registration forms must be received by October 5th as I am leaving for Washington on the 6th,
Rick)**

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

THE NORTH BAY RUPA GROUP

The North Bay RUPA group held its monthly luncheon on August 3rd, the first Wednesday of the month, at the *Petaluma Sheraton Hotel*. A warm summer's day was the official weather for the event, which attracted, (on the sign-in sheet), 25 attendees. The sheet was passed around late, so there may have been one or two not on the page. Included in the group were some newer folks, whom we hope will make it a habit to join us. A brief report on the health of some of our brethren was made, and a card was signed and sent to Jim Mansfield, recovering from bypass surgery. Dan and Chris Bargar volunteered to take the card in person. (Thanks!) Norm DeBack volunteered the location of where we retirees could find a discount on See's candy in the local area, followed by some more "thrifty pilot" ideas from the others! For you non-attendees...see the vital information you're not getting by staying home? First Wednesday of each month, 12:30pm to? (There were still a few in the place at 3pm). Petaluma Sheraton, for now...bring a friend! You can even bring an enemy! We don't bite!

On the list were: Dick Hanna, Bill Greene, Barney Hagen, Dan and Chris Bargar, Sam and Mickie Orchard, George Hise, Bill McGuire, Dave England, Bill and Pat Smith, Mike and Patti Melin, Bob Billings, Norm DeBack, Leon and Vicky Scarbrough, Ken and Shirley Corbin, Tom and Joyce Grey, Dee and Larry Whyman, Jack Pomeroy(?), and this one. Faithfully, *Bob Donegan*

THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds met for lunch and fellowship at the *SEATAC Marriott Hotel* Restaurant on August 18. We had a full house and had to bring in extra chairs.

We welcomed a new member to our group, Frank Grona, who recently moved up from San Francisco.

There was a lot of interest, of course, in our pension fund, and as usual no new answers as the Judge postponed any decisions until August 26. Some discussions of computer and telephone scams and a couple of jokes followed and we adjourned.

In attendance were: Frank Grona, Chuck George, Ted Wood, Les Shea, Jim Bleasdel, Howard Holder, Dick Anderson, Dave Carver, Bill Jensen, Vince Wormser, Jeff Roberts, Dan Jessup, Bill Records, Chuck Westphal, Ray Hanson, Dean Turner, Pete Rollick, Al Teel, Chuck Podasky, Al Black, Bob Berkey, Ralph Vrtacnik, Fred Sindlinger, Eric Malm, Dave Fahrenbach, Bill Stewart, Brent Revert, Do Anderson, Wes Olney, Jack Brown, John Turbinillo, Ray Dapp, Bill Stoneman, Mac Mead, and *Bill Brett*.

SFO ANNUAL PICNIC

All you local SFO members really missed a great time if you didn't attend the annual RUPA Picnic held at the ELKs' Picnic Grounds in Palo Alto. Some 80 odd (& some not so odd) Ruparians enjoyed barbecued beef tri-tip and chicken and all the trimmings cooked on site by "The Absolute BBQ Co."

Larry and Pat Wright made all the arrangements and all their planning paid-off in a beautifully run event. A good time was had by all, and we hope to see you there next year. *Cleve & Rose*

FLYING OCTOGENARIANS

Dear Cleve, I have found the information that I sought from you and am passing it on to you in case anyone else should ask.

For pilots who are 80 yrs. old & still flying:

UNITED FLYING OCTOGENARIANS

PO BOX 11114

MONTGOMERY AL 36111-0114

Thanks for your efforts, *Herb Delker*

LAUS DEO

A LITTLE HISTORY LESSON YOU MAY ENJOY.

I thought that you and others may like to see this. One detail that is not mentioned, in DC, is that there can never be a building of greater height than the Washington Monument.

With all the uproar about removing the Ten Commandments, etc., this is worth a moment or two of your time. I was not aware of this historical information.

On the aluminum cap, atop the Washington Monument in Washington, DC, are displayed two words: **Laus Deo**. No one can see these words. In fact, most visitors to the monument are totally unaware they are even there and for that matter, probably couldn't care less.

Once you know Laus Deo's history, you will want to share this with everyone you know. But these words have been there for many years; they are 555 feet, 5.125 inches high, perched atop the monument, facing skyward to the Father of our nation, overlooking the 69 square miles which comprise the District of Columbia, capital of the United States of America.

Laus Deo! Two seemingly insignificant, un-noticed words. Out of sight and, one might think, out of mind, but very meaningfully placed at the highest point over what is the most powerful city in the most successful nation in the world.

So, what do those two words, in Latin, composed of just four syllables and only seven letters, possibly mean? Very simply, they say "Praise be to God!"

Though construction of this giant obelisk began in 1848, when James Polk was President of the United States, it was not until 1888 that the monument was inaugurated and opened to the public. It took twenty five years to finally cap the memorial with a tribute to the Father of our nation, Laus Deo ... "Praise be to God!"

From atop this magnificent granite and marble structure, visitors may take in the beautiful panoramic view of the city with its division into four major segments. From that vantage point, one can also easily see the original plan of the designer, Pierre Charles l'Enfant, a perfect cross imposed upon the landscape, with the White House to the north. The Jefferson Memorial is to the south, the Capitol to the east and the Lincoln Memorial to the west.

A cross you ask? Why a cross? What about separation of church and state? Yes, a cross; separation of church and state was not, is not, in the Constitution. So, read on. How interesting and, no doubt, intended to carry a profound meaning for those who bother to notice.

Praise be to God! Within the monument itself are 898 steps and 50 landings. As one climbs the steps and pauses at the landings the memorial stones share a message. On the 12th Landing is a prayer offered by the City of Baltimore; on the 20th is a memorial presented by some Chinese Christians; on the 24th a presentation made by Sunday School children from New York and Philadelphia quoting Proverbs 10:7, Luke 18:16 and Proverbs 22:6. Praise be to God!

When the cornerstone of the Washington Monument was laid on July 4th, 1848, deposited within it were many items including the Holy Bible presented by the Bible Society. Praise be to God! Such was the discipline, the moral direction, and the spiritual mood given by the founder and first President of our unique democracy, "One Nation, Under God."

I am awed by Washington's prayer for America. Have you never read it? Well, now is your unique opportunity, so read on!

"Almighty God; We make our earnest prayer that Thou wilt keep the United States in Thy holy protection; that Thou wilt incline the hearts of the citizens to cultivate a spirit of subordination and obedience to government; and entertain a brotherly affection and love for one another and for their fellow citizens of the United States at large. And finally that Thou wilt most graciously be pleased to dispose us all to do justice, to love mercy, and to demean ourselves with that charity, humility, and pacific temper of mind which were

the characteristics of the Divine Author of our blessed religion, and without a humble imitation of whose example in these things we can never hope to be a happy nation. Grant our supplication, we beseech Thee, through Jesus Christ our Lord. Amen.”

Laus Deo!

When one stops to observe the inscriptions found in public places all over our nation’s capitol, he or she will easily find the signature of God, as it is unmistakably inscribed everywhere you look. You may forget the width and height of “Laus Deo”, its location, or the architects but no one who reads this will be able to forget its meaning, or these words: “Unless the Lord builds the house, its builders labor in vain. Unless the Lord watches over the city, the watchmen stand guard in vain.” (Psalm 127: 1)



**Mark Your Calendars Now
For the Third Annual SFO Area
RUPA
Holiday Party
December 7, 2005
Toys for Tots**



NY SKYSCRAPERS FALL LUNCHEON

Our Fall luncheon will be held at *Manero's Steakhouse* in Greenwich, CT, on Wednesday October 19th, starting at noon.

This might be our last of many luncheons held at *Manero's*, since the restaurant is closing in December 2005, and the owners are uncertain about whether or not they'll re-open elsewhere.

More information will be emailed or snail-mailed to you in the months to come.

Snow Birds, we've scheduled this luncheon a little earlier in the season than normal, to allow you to join us before you head south.

Pete Sofman, NY Area Rep and Luncheon coordinator

2006 RUPA CARIBBEAN CRUISE
Date of Cruise: October 14, 2006
11 day Roundtrip out of New York
To the Southern Caribbean
On the Brand New
Holland America MS NOORDAM

Check out deck plans and staterooms on the Internet
www.hollandamerica.com, Click on Fleet, ms Noordam,
 To check out the Itinerary, go to Destinations, Caribbean,
 And enter the date and ship, hit view and again on the
 following page.

Depart New York with stops at: Tortola, B. V. I., St. Thomas, U.S.V.I.,
 Dominica, Barbados, St. Maarten, San Juan, Puerto Rico and
 Return to New York.

All prices include the \$200 port charges and fees imposed by the cruise line.
 Taxes, which are \$87.85 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Fwd & Aft	\$1299	
Category J Inside Cabin	Main Deck midship	\$1334	
Category G Outside Cabin	Upper Promenade Deck	\$1539	
Category D Outside Cabin	Main Deck midship	\$1639	
Category C	Verandah Deck Midship	\$1689	
Category VD	Verandah Deck Aft midship	\$1869	Category VC
	Verandah Deck and		
	Upper Promenade Fwd & Aft	\$1939	
Category VA	Upper Verandah Deck Fwd & Aft	\$2079	
Category SS	Upper Verandah Midship	\$2639	
Suite SA	Navigation Deck	\$4419	

All cabins are subject to availability
 A deposit of \$600 per person is due at the time of booking
 and is fully refundable until 76 days prior to the cruise.

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

The above prices include at least one cocktail party
 and two bottles of wine per stateroom.

Send all correspondence to:

Jerry's Travel Service
 36 Mark Bradford Drive
 Holden, MA 01520
 1-800-309-2023 ext.33
 1-508-829-3068
 Gpsp@aol.com

2006 RUPA CARIBBEAN CRUISE BOOKING SHEET
October 14, 2006 Caribbean Cruise 11 Day Southern Caribbean
MS NOORDAM, HOLLAND AMERICA CRUISE LINES

NAMES _____

ADDRESS _____

Telephone(s) _____

Mariner Numbers _____

Dining Preference: Early ____ Late ____

Inside Cabin Category ____ Cabin Number ____

Outside Cabin Category ____ Cabin Number ____

Price includes \$200.00 in port charges and fees. Taxes of \$87.85 pp are extra

Total Price per Person _____ Total Price per Cabin _____

Deposit \$600.00 per person _____ Due at time of reservation

Balance _____ due on or before 15 July 2006

Make check out to Jerry's Travel Service

Credit card MC VI AMEX DIS (circle one)

Card # _____ Exp. Date _____

Name on Card _____

Cancellation Penalties:

75-46 Days before sailing \$600 per person

45-16 Days prior to sailing %0% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

Other Information:

Cabin selection is based on availability at time of booking.

Prices subject to change until booked.

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

LETTERS

ALLAN ANDERSON—Stanardsville, VA

It seems like I just finished writing my last RUPA note. The time on all-nighters from Japan passed slower than this last year.

Shelley and I wish we had made the move from California to Virginia sooner. We feel at home here.

Volunteering at Udvar-Hazy has been a pleasure. If I lived closer, I would work almost every day, it is that much fun. There are eight retired UAL pilots that are Docents and just one retired pilot that is a Visitors Service Volunteer, me. We look forward to hosting all of the RUPA folks that will be here in October. The unveiling of the RUPA plaques memorializing the crews from 93 and 275 will be very special.

If any of you want special guided tours of the Museum just send me an e-mail and I will see if we can have some special tours just for the UAL visitors.

All of this and I didn't once say that our retirement was contractual as well. I guess my 33 years does not count as much as a CEO's 3. Oh well, I would not have changed anything.

Thank you Cleve and Bruce, you will be missed.

Allan

DICK BALDWIN—Triangle, VA

Dear Cleve, Since I retired eleven years ago the only thing I have to be on time with is this check, and as always, here it is late again.

Thank you for your patience and your long service to RUPA.

I hate to see what is happening to UAL Inc. Glad it wasn't our group that put them in this position.

My best to all who read the *RUPANEWS*. I would be happy to hear from old friends at baldy59@comcast.net. *Dick*

RICHARD A. (Dick) BARROS—Punta Gorda, FL

Dear Ted,

First, let me say you're doing a great job as editor and that's from an Ohio University journalism graduate, weekly newspaper editor and one-time Air Force Director of Information (when not tooling around in F-86s and F-102s); second, the checks in the mail to Cleve.

I just got back to Punta Gorda to await the hurricanes after two months traveling north; stopping to see Phil Neubig in South Carolina, doctors in Pinehurst, NC, family folks and friends on Cape Cod and in Boston, the U.S. Open in Pinehurst (again) and then to Ohio for my annual heart check at the Cleveland Clinic. In Ohio I witnessed the unexpected death of one of my great friends after he encountered tragic, medical bungling.

I would love to say I did all of this moving around on United and assorted other airlines but I guess those days are just about gone forever. We did it in a 30' Holiday Rambler trailer, pulled by a Ford 250 Super Duty turbo-diesel truck, wherein the golf clubs, liquor cabinet and cold beer all fit nicely.

My wife used her golf clubs to embarrass me at the Parris Island Marine Base golf course, shooting a 78 after I'd given her four shots a side. The starter, watching us warm up, had the audacity to suggest she was going to kick my butt. When she did, I told him he had given me the "evil eye" (it's an Italian thing). It was either that or she's been taking steroids.

I had a pleasant lunch with John Lake (ORD) in North Carolina, telling fighter-pilot stories for a couple of hours. My wife opined that it wasn't a woman's thing. I've never been able to understand thinking like that. John's calling was for the F-100 and F-105, both bombers I might add.

Just did the big "75" JULY 30 with kids, neighbors and friends in attendance with a great deal of Italian food and beverages of many ethnic groups. I've been on a water diet since then.

We're hoping to get to Portugal the end of August if I can figure out what the bad guys are going to do next, and where.

Ciao, *Dick*

MARV BECKER—Nevada City CA

Late again. Hope to make the deadline for August. I just figured out why I get behind with these letter things. There is just too much daylight this time of the year... and outside things take priority. Shuda been born around early January to get the newsletter item in on time.

On income tax: Somehow I (qualified) to get in to the quarterly "estimated tax" filing. So I send them money four times a year. I don't send it until it is almost due. Big mistake! Mailed the last one 2 days before the due date. I was sent a notice of interest due on the amount... for one day. It turns out the post mark date is no longer a reference for determining the on time credit. The IRS now has follow up mechanism and the reference is when the check clears!! You are OK when the money is in *their* bank. Thought you should know.

All is well here on the health scene. We are in our new home for over two years now and keeping busy tweaking the landscape and irrigation system. Flying the 210rg in circles!

Marv

RICHARD D. BENNETT—Littleton, CO

Dear Cleve, I do thank you and all our fine group for their efforts to keep us informed and in touch with our fellow pilots.

In keeping with life's natural flow, my wife, Carole, and I are moving from the mountains of Colorado to a patio home in the Denver metro area.

I wish all my fellow retirees and working pilots good luck and god's speed in these troubled times. Let's not let them get us down. *Dick*

DENNY BERG—La Jolla, CA

Six years disappeared quickly. Hopefully at some point it will slow a bit. *Never happen, it just goes faster.*

We're just home from Mexico behind a fast year, building a new house, which will be used 6 – 8 months a year, and the rest here in San Diego with some travel.

My two year stint flying the PC12 is behind me now. It was fun, but when it started to feel like a real job I retired again.

In Todos Santos the beaches are empty, there is great surf, and the fishing and diving are excellent with healthful weather. This will keep us healthy and happy for a long time.

Our son is doing very well in school at Harvard and still playing baseball. He's been in Hawaii all summer playing in a new league. All university students from Stanford, UCLA, other PAC 10 schools and others from around the country, all Div. I players recruited for the Scout League. Airfare, room and board. All the games in Aloha Stadium. What a great time.

Hopefully, this pension fiasco will soon be resolved. It's not a surprise that it took Washington so long to get involved, but we'll take any help we can get. All the calls, faxes and letters definitely made an impression. Let's hope this coming year will be less stress filled and a happy one for all.

Denny

GARY BRAUCH—Los Altos, CA

Hi Cleve, Retired for 2½ years now and I still miss the flying.

I was fortunate to find a part-time position flying planes that incompetent airlines like United had to put into desert storage. Deliveries might be anywhere in the world. Recently I flew two of ATA's 757s from Rome, NY, with a night in Goose Bay then over to Munich and returned to repeat the trip. I also delivered a United 400 that was still filled with the April '03 magazines and detritus from its last flights. Very sad.

The contract work that seven of us retired United pilots have been doing on the NASA shuttle cockpit is starting up again. That experience has been very exciting and interesting.

Diane still keeps me traveling to exotic, or semi-exotic spots. We like to be able to drink the water wherever we go. For those of us losing the majority of our pensions Belize with its stable government seems like a real possibility for retirement.

With more time I've gotten more involved with my favorite activity - cars. You can often find me at Laguna Seca or Sears Point for club racing events. If you're in S.F. for the Columbus Day parade come by Washington Park where we'll be showing the car and say "hi". *Gary*

HERB BREIVIK—Kent, WA

First, thank you Jerry Terstiege for the URPBA update and the info therein.

Had a ski accident in Aspen last March. It resulted in fracturing my left hip socket. I was airlifted to Harborview from Aspen where they patched me up; plates, screws and what looks like a 20 penny nail. I'm on the mend and should recover fully. Ski again? That's the goal but time will tell.

Herb

CELESTE BRODIGAN—Leesburg, VA

Greetings Cleve et al: Enclosed is a check for another year. I appreciate reading The *RUPANEWS* and updates on UAL Bankruptcy. Having two pensions from UAL has made this an interesting time for me.

I am looking forward to attending the RUPA Convention in October and to the dedication of the RUPA Panel.

My retirement from UAL as a flight attendant was in 1997. I moved to Loudoun County near Dulles and volunteer with the ER, Hospice and LMRC. My daughters are all fine, live nearby and are a joy to me. Two are married (Katie and Beth) and the oldest (Chrissie) is working on her doctorate in history and the new media. Her focus is on changing images in the airline industry. There was a reason I kept all my union files.

Her father would be happy to know that she works for ALPA in Herndon as a technical coordinator, Publishing Services. His flight bag has a special place in her office. Chrissie will be attending the Sunday evening banquet at the Convention with me and is looking forward to meeting some of her father's friends.

Thanks to all for your labors.

Stay Safe, Best, *Celeste* (Widow of Pat Brodigan)

EUGENE BROWN—Saratoga, CA

No changes at the Brown household.

Worked 37 years, retired 23 years; that's 60 good years thanks to UAL. *Gene*

FRANK A. BUTCHART—Los Altos, CA

My March birthday letter, mailed in April, has not been printed in subsequent *RUPANEWS* issues, apparently lost in the process. No loss in either a literary or autobiographical sense.

However, I did include the following thought that I would appreciate being printed in a future issue:

My sincere thanks and appreciation to Capt. Roger Hall, members of the URPBPA Board and all others involved for their efforts and personal sacrifices of time working on the bankruptcy proceedings.

Frank

STUART CARLSON—Palm Desert, CA

It doesn't seem like I should be this old, but after adding, subtracting, dividing and multiplying, I come up with 74 years old. Last winter I felt my age when I was diagnosed with pneumonia. After 9 days in the hospital, I seem to have come out OK. At the same time, Annie was in the hospital for surgery on her thyroid. It was cancerous, removed, and she now seems to be OK. Thank God for Medical Doctors. By the way, I cancelled my Blue Cross insurance after finding out the Company had a \$1500 deductible against both of us, and were also charging a \$160 dollar premium / per month. After all the bills came in, Blue Cross only paid 18% after Medicare, had paid 80%. I cancelled Blue Cross after learning that I was entitled to have The Government's insurance called Tri-care 4U, since I was a retired Officer in the Air Force. Now, I have no premium to pay and Tri-care 4u pays everything after Medicare.

We are now parked in our Prevoist at Newport, Oregon, overlooking the Pacific Ocean enjoying 70 degree days when it is triple digit temperatures inland. We stay here for about 4 months, taking some side trips. If any of you are in the area, stop in for a toddy. We stay at Outdoor Resorts.

I hope the address to RUPA is correct as my letter did not get in last year. The check is in the mail.

STU

FROM AUTISM TO ALZHEIMER'S TO PARKINSON'S — YOU CAN REVERSE BRAIN DISEASE

Part 1

By Robert J. Rowen, MD

You've probably seen several stories in the mainstream media lately about autism. The incidence of the disease is growing at an astronomical rate and it's gaining a lot of attention.

I've said for years that autism is likely caused by childhood vaccinations. Now, even the *Wall Street Journal* has come out and said there could be a connection. The article even went so far as to say that some patients have seen tremendous results with chelation therapy.

I was stunned when I saw the article, but it was nothing compared to the results doctors are now seeing with many other alternative treatments. And what you may find especially surprising is that the underlying causes of the childhood autism epidemic are the same causes of Alzheimer's disease and Parkinson's disease.

And what if I also told you there's an amazing treatment now available that can reverse autism and most adult brain diseases as well? Would you believe me? I wouldn't blame you if you didn't. After all, I didn't believe it at first.

I heard about the connection when my wife and I went to Boston recently to attend an incredible seminar by Dr. Amy Yasko. She's been treating autism for years with amazing results, including virtual remissions. In her new book *The Puzzle of Autism*, Dr. Yasko has offered a comprehensive theory for the explosion in autism we're seeing today.

Autism has skyrocketed from one in thousands many years ago to one in 150 today. In fact, the California Department of Developmental Services reported a 273% increase in cases from 1987 to 1998. Dr. Yasko's explanation for the epidemic is twofold: genetics and environment.

First, there's the genetic factor. Dr. Yasko has found that 100% of autistic children have a defect in a biochemical process called methylation. Methylation is one of the most important processes in your body. It essentially is the way your body takes folic acid and uses it to help every cell in your body function and survive. Part of its job is to help cells repair and divide.

Methylation also helps protect your cells from toxins. But when the process doesn't work properly, the cells' ability to fight toxins is greatly hindered. So if toxins are kept to a minimum, most people with this defect will never experience any adverse effects. In fact, 20% of the population has this defect, but nowhere near that number have a related brain disease.

However, when the body is overloaded with toxins, that's when the trouble starts for a person with the defect. His or her body simply cannot handle the overload the way it would if the defect weren't present.

Since we're seeing a major increase in the number of autism cases, there must be an increasingly active source of toxins coming from somewhere. But where?

Many thought it was coming from our food supply, especially considering the problems with processed food. If food were the cause, though, we would see autism world-wide. But it's largely confined to industrialized nations.

It's also likely that many of these children would be born with autism, but that's not the case. Every case of autism comes on suddenly, either in infancy or early childhood. So there's another source of toxin entering the child.

The only other known source of widespread toxin exposure for infants and young children is from vaccinations. Vaccines are filled with toxins. The very science behind vaccinations is to inject you with a toxin or pathogen so your body will build up antibodies against it. This can work for pathogens. But every dose of vaccine also includes other toxins. The most notable toxin included is mercury, which is one of the deadliest poisons known to man (especially to an immature brain). Drug companies add the mercury, in the form of thimerosal, as a preservative.

Most people's immune systems can detoxify the thimerosal. But the defect compromises this ability. And the poison itself further destroys the function of remaining methylation pathways. The vicious cycle of brain, gut, and immune damage begins.

Integrated physicians have known for some time that mercury and heavy metals were the cause of most brain diseases. And chelation therapy was the best treatment we had to offer, but it simply didn't work well enough to reverse the condition completely. Now, an ingenious friend of mine has figured out how to get mercury out of the brain.

My friend Rashid Buttar, MD saw his son quickly slip into a "developmental" disorder at about 16 months. It was equated to a "moderate" case of autism. Dr. Buttar was unaware that his ex-wife had taken the boy for vaccinations.

His son lost his 15-word vocabulary and degenerated into an autistic syndrome. Dr. Buttar is highly skilled in heavy metal poisoning. He tested his son for mercury and the first three tests were negative. This would lead most doctors to falsely believe mercury was not an issue. However, Dr. Buttar continued to pursue the mercury connection.

Through the process, he developed a novel system for delivering DMPS through the skin. (DMPS is the premier mercury-chelating agent — it's far more effective at removing mercury than the more well-known chelator EDTA) Called TD-DMPS (for transdermal), Dr. Buttar believes its effectiveness is related to the continuous low-dose absorption through the skin.

Using TD-DMPS, his son was regaining his speech within eight months. At 42 months he had a 500-word vocabulary. By age five, he had fully recovered and became the youngest person in history to testify before Congress (about autism!). I recently met Dr. Buttar's son and he seems like a normal, intelligent little boy.

And this was no isolated incident. My good friend and neural-therapy mentor, Dietrich Klinghardt, MD has seen some amazing results using TD-DMPS. Dr. Klinghardt introduced the German-manufactured DMPS research into the integrative medical community in the United States some 15 years ago. His protocol for autism is simple. He first removes allergens and toxic foods (i.e. gluten, dairy, processed foods). Then he adds sublingual B12 and folate (to restore methylation), and RNA products by Dr. Yasko (to restore cellular metabolism). He also adds TD-DMPS to dump the mercury. He reports success in 100% of the children he's treated with this protocol.

Dr. Klinghardt told me of German studies years ago tracking radioactively tagged DMPS injected just below the skin. Your skin is rich in nerves, which transport the DMPS backward into the spinal cord (central nervous system) and into the brain. Your nerves have proven to be a magnificent way to bypass the blood-brain barrier for removing toxic metals buried deep in the brain.

And the best part of this whole story is that the exact same mechanism may work to treat many degenerative diseases of the brain, including Parkinson's and Alzheimer's. All are connected to heavy metals. It's a well-known fact that mercury can cause any known neurological disease.

I told you a few months ago that adults getting the flu vaccine every year for five years had a substantially increased risk of getting Alzheimer's. Now we know why. Alzheimer's, in particular, is intimately related to mercury. A few atoms of mercury have been shown in the lab dish to turn a healthy neuron into a disordered tangle of fibers identical to the pathology of Alzheimer's.

TD-DMPS is a powerful chelator, not only of mercury and lead, but also of nutritional metals like zinc, copper, and molybdenum. If you decide to try TD-DMPS, make sure you're followed professionally and take a balanced mineral supplement to replace the good minerals.

Your integrative doctor can order TD-DMPS from College Pharmacy at 866-828-8203.

You should also avoid vaccinations! Virtually all are laced with metals, preservatives, or other poisons. It's far easier to treat your flu than your dementia, or your child's autism.

If you're interested in treating autism, I highly recommend both the TD-DMPS lotion and also Dr. Yasko's fantastic treatments. I'll tell you more about her incredible RNA products next month.

SECOND OPINION / April 2005

CHARLES T. CHAPMAN—San Jose, CA

It is again August and my 93rd Birthday just slipped by. If I could see better and hear a bit better life would be a more joyful time.

Reading the names on the Wall of Honor brought back some very pleasant memories of my association with some great people. Those were the days when we flew for a great Airline and were proud to be a part of it. Being a Captain on all the Douglas models and the Boeing 747 was by far the best job in the Company. Too bad that United didn't have a Patterson, Jr. or another Eddie Carlsen to steer the Airline after the Deregulation.

Enclosed is my check for another year and I will try and stick around to enjoy *RUPANEWS*. Except for the Flying West Part. *Chappie*

FRANK ERNST—Cape Coral, FL

Thank you to all who produce the *RUPANEWS* and a special thank you to Roger Hall and the URPBA team for their ongoing effort to ensure justice.

June and I recently relocated from New York to Florida to enjoy year round Summer weather and to establish a year round vacation environment since we love beaches and boating. We keep a snow shovel on the lanai so that we don't lose perspective. We enjoy visits from friends and family and especially our 2 year old granddaughter, Ashlyn, who loves Pa Pa's swimming pool. Our son Bryan is a pilot for Continental Express. He loves to fly, but because of the low wage situation has obtained a Florida real estate agent's license and is currently going for a General Contractor's license.

I will be 65 on August 15th and reminisce occasionally on how fortunate I was to have flown with some of the greatest guys that United ever hired, not only ability wise, but interesting, colorful and a pleasure to be with. Those were great days!

It is amazing how times have changed. I became disappointed upon the realization that 80% of the current UAL pilots, as well as ALPA had taken positions that could effectively destroy our earned pensions. Their actions appeared to be extraordinarily dishonorable, until I realized that they may see a

larger picture and that perhaps they had no other choice in order to enhance the financial viability of UAL. With this in mind and in attempting to contribute to the noble efforts of the 80% and ALPA; I think I have devised a plan that will achieve their goal and gain their instant support as well as the support of Glenn Tilton. This plan is in conformance with our National business and globalization policies, which rely heavily on the outsourcing of jobs, many of which go to India and China. United can greatly reduce their working pilot cost by simply training Mid East Indians, or other low cost foreign labor, to fly the aircraft. The cost savings realized will allow UAL to exit bankruptcy upon 80% pilot replacement, expand the fleet with new Boeing Aircraft, give Glenn Tilton another bonus for overseeing the associated logistics and retain retiree's pensions with the addition of a yearly cost of living increase provision. This is a win, win, win plan.

My very best wishes for health and happiness. *Frank*

LARRY FIELD—Coeur D'Alene, ID

Hi Cleve, Well another year has past in the Great North West and all is well.

Retirement is still a great way to spend your time and I highly recommend it to anyone who hasn't tried it.

Thanks to all who work so hard to put out the *RUPANEWS* and keep up the great work.

Sincerely, *Larry*

ROL HAMELIN

Another great year, the 8th since retirement. Still spending winter and summer in Vail and spring and fall in Italy and Maui. Leave one of the Ferraris in Italy to enhance "la dolce vita". Ski or golf most every day. Now learning Italian at local college. Sad for UAL but it was a long time in the making. No one is blameless but hopefully all will pull together before it is too late. Time is running out.

Ciao mio amichi.....*Rol*

Sorry things are going so badly for you Rol... Ed.

JIM HANDSHAW—New Cumberland, PA

I recall old captains talking about elderly parents and I being amazed that an old captain had a living parent. My father is still doing well at 94 while I turn 60 this month. As I tell him, "If you live a long life, you have to keep making younger friends."

My wife and I have had a good year visiting our grand children. In July, a college friend and I went on a 31 day, 10,000 mile, round trip to Alaska's Arctic Circle on our motorcycles. What surprised me, was, so many people older than us on motorcycles.

Next week I have a cello recital along with 9 other very young students.

Thanks to the RUPA crew of folders and stuffers.

Jim handshaw@comcast.net

GENE HARTRICH—Greenbrae, CA

Remodeling in Kona during a building boom. Hard to get anybody to work and sometimes wish they hadn't come so I have learned a lot of things I didn't think were within my skill level. Installed a water leak alarm from a \$12.00 smoke detector by soldering small wires across the test circuit contacts then placing the wires in a low area. Water across these wires will complete the circuit and set off the alarm. Put together a misaligned drain and fancy stopper drain kit. Couldn't wait to test, knowing it was perfect. It leaked. Hour or two later had it reassembled for another test. It leaked. Third time was a charm and along with ample plumbers putty--"Voila". Now have a beautiful two horsepower Jacuzzi that will just about blow you out of the tub.

Check is late but "in the mail". *Gene*

WILLIAM L. HAYS—Huntington Beach, CA

Cleve, It's been an interesting year for me. Quad bypass and pacemaker last September as a result of STENTS clogging up from previous operations in December 2003 and June 2004. Colon Cancer has not reappeared, so all is going well

We are happy to be able to send in the dues. *Bill*

ALLAN L. HOLMES—Bainbridge Island, WA

Cleve, Check's in the mail. Been retired for two years and finally just reached age 60. Dona and I are back on dry land, have no big medical problems and, like many of you, are just waiting to see exactly how much of our retirements our still working "brethren" donated to enhance theirs. Having said all that I guess I don't have much more to say. *All*

HOWARD HUNTER—Tucson, AZ

Dear Cleve, Big changes in my life this past year. Katie, my beloved wife of almost 63 years, past away in January. I have sold both my Tucson home and the one here in Pinetop and am moving to a retirement home in Tucson September 1.

It's a different life, but with the support and help of our three children and lots of loving friends, I'm doing very well. My health is very good.

Thank you Cleve, for all your years of service. Hope you find a replacement soon, and thanks also to all the "Folders and Stuffers." It's always good to get reports about the "trials" of the company, and to keep up on the "dwindling" few of my group still hanging on.

Best to all, *Howard*

JIM & ELLIE IRWIN—New Port Richey, FL

Dear Cleve: Again, a dollar short and a day late, but the check is enclosed.

First and foremost, my sincere appreciation and thanks to all you who work so hard and long to publish the *RUPANEWS*. I have Tom Bredis' name recently among those who work on the Magazine.

Twenty six years since my retirement. Where have those years gone? We have slowed considerably in recent years, and are getting more behind all the time.

I read the *RUPANEWS* from cover to cover, but find the last page very upsetting at times. A few months ago, on the last page, were the names of Hank McBride and Bob Silwanicz. They were both from PIT during the Capital days, and I flew many, many, DC-3 trips with them on old AM-55. What is this damn thing doing now? Hank was always the perfect gentleman. He had a dry sense of humor,

and one heck of a pilot. Bob always called me Padre, but I never knew why. We were together on a USS Viscount trip from PIT to OMA nonstop, and ferry back to PIT. Bob brought some Kolbasa with him, and on our return trip to PIT, he went back to the galley, took a hot cup and we had some delicious Kolbassa. When we got to the hangar in PIT, a mechanic came on board and asked what the H--- we had done to the aircraft. The garlic odor was rather strong, and maintenance had to fumigate the cabin before the aircraft flew again. Bob still had some Kolbassa left, so he followed me home. Ellie got out of bed, and again we had some good Kolbassa, but this time we had it on Ellie's wonderful homemade sandwich buns. Oh those wonderful memories.

I hope UAL makes it out of their present position, and becomes the airline we all once knew.

Ellie & Jim

W. M. BILL JONES—Littleton, CO

Hello to all: Another year and all is well at our home. My fall is spent chasing after pheasant, elk and deer here in Colorado, Kansas and South Dakota. Jo and I stay busy with the yard, being on different boards and helping in the neighborhood. We also get to see our "kids" who live all over the U.S. several times a year.

We keep waiting for the old Red, White and Blue to drop their bankrupt status and wondering what will be left of what was once a great place to work. Nice to have a B Fund. I guess we all wish UAL well.

Our best to all our United friends, wherever you are. *Bill*

DON KARAISKOS—Green Valley, AZ

Cleve – Congratulations on your upcoming "second" retirement. Thanks for all your hard work. Check for \$25.00 will be arriving under separate cover. Where else can I get the opportunity to read about a pilot who feels his "six-figure" retirement is secure and that he was not only #1 in seniority on UAL but #1 in the nation as well? As Frederick March once said in the movie *The*

Bridges at Toko-Ri, "Where do we find such men?" Well, we can find them by reading the *RUPANEWS*. Truth be known, I keep sending 25 bucks to avoid having an asterisk behind my name when I croak. Speaking of "asterisks", how about a double (**) for those who chose to side with our adversaries in 1985? Now that would *really be* worth it. *Don Karaiskos*

ROBERT E. LANGEVIN—Stuart, FL

Hi Cleve: Sorry that my renewal check is a little bit late, but you know how busy retirement can be.

I really appreciate all of the effort and hard work that goes into putting the *RUPANEWS* together. Keep up the great work and know that your readers look forward to and benefit from the pilot bible.

Kim and I are having a terrific summer at our waterfront condo in Saugatuck, MI. Around Labor Day we'll go back down to our new home in Stuart, FL. Mucho cardboard boxes still to unpack.

Meanwhile, we hope that our UAL "Family" is surviving the pension fiasco and the PBGC rhetoric. Sincerely, *Bob*

BILL LAWRENCE (JR)—Woodinville, WA

Criminy! Is it that time again? Seems like I just got done writing last year's offering. Few changes since then. Son Morgan got married to a lovely young lady and moved to Minneapolis where he's flying CRJs for Pinnacle. (The Northwest feeder) Still in the Guard, still on the list for Fort Rucker and helicopter school some time later this year. Flying mini-jets isn't exactly the best paying job around, and his new bride is an LPN and earns more than he does. He says he found a wife to support his habit.

My favorite Marine--daughter Ginger-- is in Iraq for the second time. She's due home soon (by around the time this comes out). Seems to me twice is enough. She can find someplace else to finish her military career.

As for me, this is the month I would have retired if I'd stuck to it rather than take the early-out 3 years ago. Except for tragic circumstances too painful to

discuss, I would have retired with the #1 seniority number on the world's #1 airline, even without the help of any magic Bible. Trying to decide what to do when the pension goes away. There's always truck driver's school.

My sister got bored while traveling on a companion pass recently, and so wrote down a little something for me and our dad, but applies to ALL old pilots.

Bill (Jr.)

E.T.D. Unknown
(For old pilots who still dream of flying)

They have ridden thunder
to the dawn
And chased an endless blue
on wings of steel,
and carried on
a romance with the sun.

They have made a secret pact
with all bold things that fly
And seen where storms have gone
And trod the halls
of heavens shifting palaces -

They cannot die.

When death is but the finding
of new wings
They who know how vast
is vacant air
will not stay grounded to the earth
but try
the new-freed vehicle of soul,
and seeking only sky,
find heaven there.

Margaret Lawrence
7/7/05

(Dedicated to my father and brother, the UAL pilots W.W. Lawrence)

HARRY LLOYD—Toms River, NJ & Islamorada, FL

Seven years into retirement and I still miss the guys and gals I flew with, the layovers in London and San Fran, flying the airplanes, but not United or the FAA.

One of our sons just retired from the USAF after 20 years. Kinda makes me feel old (NOT). He is already employed in a flying job, but not with an airline or corporate so the 60 age rule and the airline industry will not affect him.

Jane and I are still spending the winters in the Florida Keys and the summers in New Jersey. We are not sure how much longer we will be doing it as it gets kinda old each car-packing trip.

We had a very nice time at the NY Skyscrapers luncheon this June. It is great getting together with our friends each year.

Thanks to all who put the effort into this organization and the *RUPANEWS*.

Cleve, my check is in the snail mail.

Best wishes to all, *Harry*

DON MASTRUD—Austin, TX

Dear Cleve, The last time I reminded myself that it was time to send in my dues to RUPA was in February - that's about how long it takes for me these days to go all the way to the bottom of my "to do" list and start again at the top. But, here at last is my check for dues outstanding, my apologies for being almost four months late - no good excuse comes to mind. Just too many of those doggone "vicissitudes" attacking me lately, I guess.

Sorry to hear that you're stepping down from your duties at RUPA. We all certainly appreciate your yeoman efforts over the years. Thanks much, and the best of luck to you and your family.

Enjoy your life. *Don*

JAMES (Mac) McMILLIN—Madisonville, TX

Last year, for once, I was on time with a letter and a check. This year, I relapsed to my procrastinating nature. I still enjoy the *RUPANEWS* and still appreciate the work done by you and those who help you.

I retired at sixty, twenty-nine years ago, but even now occasionally dream that I report for a trip, wondering why I don't get my termination notice and hoping that I get a good co-pilot. I can still walk with two canes, but the cartoon on page thirty of the July, 2005 *RUPANEWS*, depicts the problem I face in those dreams. I don't want to get a termination notice from you, so enclosed you will find my check for this year and a few refreshments. *Mac*

VICTORY MCNAMARA

Many thanks to the *RUPANEWS* staff for all your efforts this past year. Being constantly amazed by UAL's public relations attempts, I draw the readers attention to the 21 June '05 NEWS REAL:

" V.P. DEPUTY GENERAL COUNSEL AND ASS'T. SECRETARY ----- DEPARTS".

The article amazingly goes on to state: "Early in her career _____ provided strong direction to ensure that United's pension, benefits and compensation programs were compliant and well-managed".

Certainly, this person is a fine human being, but well managed pensions? I am just in awe of this corporate blather. What could they possibly be thinking?

Regards, *Victory*

FRITZ MEYER—Castle Rock, CO

Greetings, Only a month late this year. Enclosed is check for two years. That way I won't be late next year.

Judy and I spent 3 weeks over July 4th at our lake cabin just north of Duluth, Minn. Weather was the best we have had for many years. Boating, golf and visiting with friends and family were the main items on the schedule.

On our drive up to the lake, we detoured slightly to visit Bill and Barbara Treichel who were staying with their daughter and family for the summer. Bill had banged his head on a water slide entertaining his grandchildren earlier and was recovering from surgery to relieve blood retention on the right side of the brain. He is doing fine and should be back to his old self in no time.

We are waiting for the other shoe to drop about pensions and medical just like everyone else. Hoping for the best for all.

Many thanks for the hard work done by all in getting out the *RUPANEWS*. *Fritz*

THOMAS B. MEZGER—Parker, CO

Dear Cleve, Late this year, but no one pregnant! Please sign me up for two additional years as this is the best forum for keeping informed of friends and their ideas.

Retired three years ago and still flying the Navy N3N biplane.

Alternate between homes in Parker, CO and Wanaka, New Zealand with wife, Mary Lynn, to visit sons who both live in Kiwi Land.

Cheers, and appreciate all that is done to produce such a fine publication that is the *RUPANEWS*.

Tom

KEN MILLER—Reno, NV

Check's in the mail; turned 71 this month; I have the house for sale, yes, downsizing and getting ready for the "storm". I'm only taking a 20% cut because of two reasons: age and I never did make that much (\$3974 per month).

It's tough traveling SA on UAL: I missed a wedding in N.Y. because of UAL and my niece won't talk to me, even though I checked WX and loads.

I do appreciate your work over the past 10 years Cleve and your replacement will have to be extra dedicated.

Regards to all those aviators who tolerated my jokes and stories in the cockpit. *Ken*

KATARINA MITCHELL—Laramie, WY

Hi Cleve, sorry I did not email, but I turned off our computer, too many jokes, and they say that Germans don't have a sense of humor. Perhaps next year I might turn it on again.

All here is status quo. Visiting our daughter in Texas, sons in Montana and Colorado and enjoying company from Sweden and Germany.

This Fall I plan to attend the "Mana Kei Maui" owners meeting in Kihei. It is one of the best investments Doug ever made!

Whenever I have some extra time I try to find out more about Myelodysplastic Syndrome. Exposure to radiation and benzene may be related to its development.

I have one question; as a widow of a retired pilot, am I eligible to get a travel discount on Lufthansa and other Star Alliance companies?

Sorry you are leaving, Cleve, you are doing such a marvelous job! Stay well and enjoy the years ahead.

Thanks to all who make the *RUPANEWS* possible.
Katja

JIM MOREHEAD—Summerland Key, FL

Another year and still receiving a pension. Check sent to Cleve.

I am now single again and no more Bonnie. Hard to believe that when you go out on a trip and return to find house keys and bills. At least I got a good bye letter. So much for taking care of somebody and her kids for 10+ years. Another chapter of my life has ended.

I am currently in Tahoe attempting to sell the home here that I was "given". With the probable pension loss, I can not afford two homes. I know others have had to change their life style and sell things they once owned to stay afloat during the probable difficult times ahead. So it will be one location here shortly, but it is difficult to transition to one location when I have lived a life of being an airline pilot and had toys scattered all across America. I don't even have to have a parking permit in multiple locations anymore. And of course no commuter pads, revisions, and missing the last flight to somewhere.

I intend to stay at Summerland Key near Key West. Everything I own is stuffed in a one bedroom rental home. Eventually life will stabilize again.

Mom is doing fine in a rental house in Boynton Beach, FL awaiting the long delayed construction of her new condo. She sold her house in Boca Raton and thought it might be a month in the temporary location. It seems that it has been 6 months now and a likely move in October.

I saw that you had a letter from Carl Christiansen who lives in Incline Village as do I. He is doing all that he can with his issues. I try to see him as often as possible and he would like to hear from any of his friends. Carl and I have known each other since my new hire days in 1969.

I also am, disappointed as are a lot of people about the end of the Capital picnics which used to be the day after the DCA retirement parties. It seems that some domiciles just decided not to have any parties anymore because of the rancor between the active line pilots and the retired pilots. There are certainly some very pronounced views on what has happened. I have lots of friends who are still active who did not follow the majority of active pilots in their abandonment and non-interest in saving our pensions nor their own. So it is not a nice place to be at some party when you feel abandoned and betrayed by some that you helped out in 1985 and other years. Perhaps sometime, the retirees might be interested in holding their own gatherings. I am not sure that RETIREMENT PARTY is the correct term, but better said as a GET TOGETHER that stuck together in the past and didn't abandon their brothers and sisters.

I know that is the purpose of the annual RUPA convention to function as a get together. I also have to say that the RUPA cruises were very popular and lots of fun. It gave people the chance to get together and still have fun on the cruises. I have been on all except the last one. I appreciate the efforts of Joe and Jerry in the past. If you have never been on a cruise, you should consider them for the future. I definitely will try for the next time as life gets better.

So wish us luck in keeping our pensions and keeping it as long as we can.

Jim

DONALD L. MORGAN—Corona, CA

A quick hello to all my "old" friends out there. It's been 25 years since that stroke I had on my PHL layover and continuance on the trip home-PHL-DEN-ONT put me out to pasture early! I no longer support the "Marlboro Man." Can't complain though, any one dumb enough to get hooked on tobacco as bad as I was pays the price: weird sensations on the left side and loss of vision in my right eye. I'm still riding my horse and JoAnn and I are still motorhoming.

The real reason I'm writing this July is to pass along a little information. They say that sooner or later most men will develop prostate cancer. It got my Dad at age 91 and my PSA count fluctuates higher than it should be. A while back it came in at 8.3--Shortly after this reading I read about a test run at UCLA in which they tried tea to kill cancer cells. Black tea was particularly good, so I switched from my morning two cups of coffee to back tea. Six months later the PSA was 6.3. Might be a fluke but I'm still drinking tea and looking forward to my next PSA test in a couple of months! Didn't mean to be so gabby but since this is my first letter in 25 years please forgive me. Speaking of forgiving, I'm asking all those guys who had to put up with me in a smoky cockpit to do the same., Best regards, *Don*

PS, Checks in the mail

HOWARD MORGAN—Longmont, CO

Howdy, I enjoy receiving the newsletter every month, however, I'm wondering if the "P" in RUPA stands for pessimist! Isn't someone out there having some fun? Let us know, please!

There seems to be no point in worrying about UAL as there is not a damn thing one can do besides writing letters and supporting the URPBPA. They are doing the best job possible and I'm optimistic that they will find a solution in due time.

We have been working diligently on a "better than new" Cessna 185. It should be complete in the next month and it'll be a joy to start flying it again. We have replaced or overhauled every moving part, replaced nearly every nut/bolt/screw, new paint, new upholstery, new panel, avionics and engine. We have a number of trips planned for the near future and are looking forward visiting friends.

Motorcycling has taken a back seat to the airplane project. We have a BMW R-90S and a R-50 in the restoration works for the winter projects.

I have "retired" from my Pilatus PC-12 job. It was great fun to fly and also a huge amount of work. As you folks that are in corporate aviation know, every job that was done for you as an airline pilot is YOUR job in the corporate world. I worked for some great people and had some fantastic adventures.

We have traveled extensively around the US and Canada in the past year and really enjoy our pass privileges.

The sad event of this year for us was the Flight West of Capt. Howard Reid. I met him as a kid over 55 years ago and he made a major positive impact on my life. We spent literally thousands of hours together in that period and every hour was an adventure as those of you that knew him can imagine. We were never able to fly together at UAL but he was a frequent co-pilot with me on my trips in the PC-12. To most strangers, he was just a "little ol' farmer from Roggen, Co." He played the part masterfully and I'll never forget watching him "work". I will miss him as I miss my own parents!

Till next year...be happy...have some fun and be sure and report it! *Howard*

Hgr. 33H Longmont Co. 303-601-3536

WILLIAM C. MULLER—Gladstone, NJ

Dear Ted, Way back around 1969 or '70, I was a new-hire 727 S/O. Very wet behind the ears with a general aviation background. On reserve, I got called out on this pairing to fly with Doug Wilsman, who at that time was the council chairman of ORD's Council 12. I believe Council 12 at that time was the largest council in all of ALPA. Can't remember the F/O's name but we were making ready to fly a leg between Mobile and Birmingham.

At this point an FAA guy steps into the cockpit and announces that he's going to give us a checkride on this leg. Doug suggests that the Fed take a seat in the aft jumpseat and he begins to give the Fed an oral exam covering the 727. At the end of the oral he pronounces the Fed unfit to administer a checkride since he's not proficient. Doug tells the man to sit quietly during the flight, and "Oh, by the way, don't bother my S/O because he has work to do for me. At the end of the flight, we'll talk".

Getting back to my previous observation about wet ears, I was agog. Could the captain talk that way to a Fed? Well, that's exactly what happened. At the gate after checklist completion Doug turned around in his seat and said "Well, how did it go?"

"Great ride Captain" and the Fed bolted.

Now I fast forward about to 1994 and I'm a 727 captain with a few hours under my belt. We're in Washington, DC making ready for DEN and a Fed steps into the cockpit. "Captain, I'm going to give you a check ride on this leg". FLASHBACK!!!

"Why don't you sit down in that jumpseat and we'll talk". For reasons that I'll never be able to explain, the first question that I asked was if he is a pilot. "No, I'm a maintenance inspector". Well, I pronounced him unfit to administer a pilot checkride and he should sit quietly in that jumpseat and we would talk at the end of the flight.

After about two hours he and I began to converse and it turned out to be very enjoyable. He had retired from TWA's Kansas City Maintenance Base. He had a great story about how their early 747s were burning out main engine bearings at an alarming rate. The TWA boys figured out how to rig a 707 oil pump onto the 747 engine, rework the cowl so that it fit around the larger pump, and that fixed the problem.

At the end of the leg, I turned around and asked "Well, how did it go"? "Great ride, Captain", and he bolted.

When we were considering the ESOP, I suggested via bulletin board posting at EWR, JFK and Council 52 meetings that our representative on the Board of Directors should be a retired pilot, and furthermore, it should be Doug Wilsman. My reasoning was that a retiree would be able to devote all his energies to the job and have the benefit of a full career's experience. That suggestion went absolutely nowhere. Too bad.

What's that saying? Non Carborundum Illigetimi? (sic?) Looks to me like they did wear us down in the end.

Thanks Doug, for everything you have done. The world needs more people like you.

Fraternally, *Bill Muller*

M. R. "PEGGY" NAUMANN—E. Stroudsburg, PA
Cleve, I am now retired one year and am very happy to have joined RUPA. You guys are great at keeping me informed of all that is going on. I only wish that the good news outweighed the bad.

Keep up the great work. *Peggy*

BOB ODGERS—Western Springs, IL

Another year & "76". That's the Spirit! Pacemaker # 2 implanted last September. Works fine, outpatient procedure! Like a service check, "In by 6 out by noon". (FYI Pacemaker batteries run down depending on the drain, and the whole unit is replaced)

I really appreciate the articles and referrals from the members and the staff. It is truly a best buy of networking for the retired pilot group.

I would like to suggest an additional format for the yearly report. I keep in touch with several RUPA members concerning pensions, medical insurance, etc., but in light of the bankruptcy...I think we could all benefit from the ideas, suggestions and thoughts of how we all live and survive in the disruptions of our newfound situational awareness.

For example: I will give out some information that may not be known to the entire group. We live in a suburb of Chicago, which like many areas has seen a tremendous rise in Real Estate values. What do we do? Sell now before the "bubble bursts", take the money and run (where?). If we were to sell our home, we could not afford to buy back into this town. Where are the best living areas and why? As you are all aware, the Midwest climate has wide swings in weather, but two homes now seems unreal with potential loss of income, inflation, and increase in the costs of medical/travel/insurance.

So let me add some findings for you to peruse. Illinois does not tax pensions, SS benefits, and IRA RMD withdrawals. Are Gasoline prices getting to you? I went to Vanguard and put some money in the Energy Fund, so I can enjoy the rise and ease the pain. Check it out at Vanguard.com. Money magazine has some very interesting articles affecting most everyone. (Free at your local library) Check your interest received against the rise in CD's and Money Markets. Not every bank has raised their interest to depositors, so we changed from 0.65% to 3.57% with a simple visit (or online) with FDIC protection. (And received a crosscut paper shredder, to boot). Check to see if your banker or broker flies UA or Southwest!

I believe we all can share some tidbits of known information, with the usual disclaimer that RUPA does not endorse, nor recommend any individual comments. What do YOU think? Or have we gone from Family Awareness to Lindberg?

I remember my rich uncle saying to me, "Bob, INTEREST is something you get, NOT something you PAY!" (Now you know why he was rich)

Bob

DUSTING , AKA HUFFING

If you have children or grandchildren or even know people with children, please pass this on. I checked it out on Snopes and am forwarding the link. (Snopes is a website that researches rumors, legends & folklore to ascertain level of truthfulness.) If you have children or grandchildren, PLEASE read this officer's story carefully. You can also verify the story at <http://www.snopes.com/toxins/dustoff.asp>

Dust Off (or a variant of the product) is available everywhere there's a computer.

First I'm going to tell you a little about me and my family. My name is Jeff. I am a Police Officer for a city which is known nationwide for its crime rate. We have a lot of gangs and drugs. At one point we were # 2 in the nation in homicides per capita. I also have a police K-9 named Thor. He was certified in drugs and general duty. He retired at 3 years old because he was shot in the line of duty. He lives with us now and I still train with him because he likes it. I always liked the fact that there was no way to bring drugs into my house. Thor wouldn't allow it. He would tell on you. The reason I say this is so you understand that I know about drugs. I have taught in schools about drugs. My wife asks all our kids at least once a week if they used any drugs. Makes them promise they won't.

I like building computers occasionally and started building a new one in February 2005. I also was working on some of my older computers. They were full of dust so on one of my trips to the computer store I bought a 3 pack of DUST OFF. Dust Off is a can of compressed air to blow dust off a computer. A few weeks later when I went to use one of them they were all used. I talked to my kids and my two sons both said they had used them on their computer and messing around with them. I yelled at them for wasting the 10 dollars I paid for them. On February 28 I went back to the computer store. They didn't have the 3 pack which I had bought on sale so I bought a single jumbo can of Dust Off. I went home and set it down beside my computer.

On March 1st, I left for work at 10 PM. Just before midnight my wife went down and kissed Kyle good-night. At 5:30 am the next morning Kathy went downstairs to wake Kyle up for school, before she left for work. He was propped up in bed with his legs crossed and his head leaning over. She called to him a few times to get up. He didn't move. He would sometimes tease her like this and pretend he fell back asleep. He was never easy to get up. She went in and shook his arm. He fell over. He was pale white and had the straw from the Dust Off can coming out of his mouth. He had the new can of Dust Off in his hands. Kyle was dead.

I am a police officer and I had never heard of this. My wife is a nurse and she had never heard of this. We later found out from the coroner, after the autopsy, that only the propellant from the can of Dust off was in his system. No other drugs. Kyle had died between midnight and 1 AM.

I found out that using Dust Off is being done mostly by kids ages 9 through 15. They even have a name for it. It's called dusting, a take-off from the Dust Off name. It gives them a slight high for about 10 seconds. It makes them dizzy. A boy who lives down the street from us showed Kyle how to do this about a month before. Kyle showed his best friend. Told him it was cool and it couldn't hurt you. It's just compressed air. It can't hurt you. His best friend said "No".

Kyle was wrong. It's not just compressed air. It also contains a propellant called R2. It's a refrigerant like what is used in your refrigerator. It is a heavy gas. Heavier than air. When you inhale it, it fills your lungs and keeps the good air, with oxygen, out. That's why you feel dizzy, buzzed. It decreases the oxygen to your brain, to your heart. Kyle was right. It can't hurt you. IT KILLS YOU. The horrible part about this is there is no warning. There is no level that kills you. It's not cumulative or an overdose; it can just go randomly, terribly wrong. Roll the dice and if your number comes up you die. IT'S NOT AN OVERDOSE. It's Russian Roulette. You don't die later, or not feel good and say I've had too much; you usually die as you're breathing it in. If not, you die within 2 seconds of finishing "the hit." That's why the straw was still in Kyle's mouth when he died. Why his eyes were still open.

The experts want to call this huffing. The kids don't believe it's huffing. As adults we tend to lump many

things together. But it doesn't fit here. And that's why it's more accepted. There is no chemical reaction; no strong odor. It doesn't follow the huffing signals. Kyle complained a few days before he died of his tongue hurting. It probably did. The propellant causes frostbite. If I had only known.

It's easy to say hey, it's my life and I'll do what I want. But it isn't. Others are always affected. This has forever changed our family's life. I have a hole in my heart and soul that can never be fixed. The pain is so immense I can't describe it. There's nowhere to run from it. I cry all the time and I don't ever cry. I do what I'm supposed to do but I don't really care. My kids are messed up. One won't talk about it. The other will only sleep in our room at night. And my wife, I can't even describe how bad she is taking this. I thought we were safe because of Thor. I thought we were safe because we knew about drugs and talked to our kids about them.

After Kyle died another story came out. A Probation Officer went to the school system next to ours to speak with a student. While there he found a student using Dust Off in the bathroom. This student told him about another student who also had some in his locker. This is a rather affluent school system. They will tell you they don't have a drug problem there. They don't even have a dare or plus program there. So rather than tell everyone about this "new" way of getting high they found, they hid it. The probation officer told the media after Kyle's death and they, the school, then admitted to it. I know that if they would have told the media and I had heard, it wouldn't have been in my house.

We need to get this out of our homes and school computer labs. Using Dust Off isn't new and some "professionals" do know about it. It just isn't talked about much, except by the kids. They all seem to know about it.

April 2nd was 1 month since Kyle died. April 5th would have been his 15th birthday. And every weekday I catch myself sitting on the living room couch at 2:30 in the afternoon and waiting to see him get off the bus. I know Kyle is in heaven but I can't help but wonder if I died and went to Hell.

TOP HOAXES OF ALL TIME

INSTANT COLOR TV

In 1962 there was only one TV channel in Sweden, and it broadcast in black and white. The station's technical expert, Kjell Stensson, appeared on the news to announce that thanks to a newly developed technology, all viewers could now quickly and easily convert their existing sets to display color reception. All they had to do was pull a nylon stocking over their TV screen, (*screens were much smaller then-Ed.*) and they would begin to see their favorite shows in color. Stensson then proceeded to demonstrate the process. Reportedly, hundreds of thousands of people, out of the population of 7 million, were taken in. Actual color TV transmission only commenced in Sweden on April 1, 1970.

THE TACO LIBERTY BELL

In 1996 the Taco Bell Corporation announced that it had bought the Liberty Bell from the federal government and was renaming it the Taco Liberty Bell. Hundreds of outraged citizens called up the National Historic Park in Philadelphia where the bell is housed to express their anger. Their nerves were only calmed when Taco Bell revealed that it was all a practical joke a few hours later. The best line inspired by the affair came when White House press secretary Mike McCurry was asked about the sale, and he responded that the Lincoln Memorial had also been sold, though to a different corporation, and would now be known as the Ford Lincoln Mercury Memorial.

United Airlines Retired Pilots Foundation, Inc.

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

JOHN PINTER—Vermilion, OH

Hi All, Geeze, it's July already and I haven't renewed my membership. Wish I could blame it on the state of the Union (in more ways than one) but it is just forgetfulness.

Like many of us we are trying to arrange our lives to cope with the loss of our pension. We put our house on the market and it will truly be a sad day when it sells. I thought we would live here for the rest of our lives. In fact that is why I commuted from Cleveland all those years. Check out the location by going to www.vyc.us and look at the picture (put your mouse cursor over the map) on the home page. Our house is at the lower left with the two smaller boats in front of it. Fortunately we will survive and be able to keep our FL condo. In fact, by getting a condo up north and giving up our house we will be able to stay longer in FL. We will also become FL residents and take the tax advantages. So, there is a positive side to all of this.

As we get older our body's start to protest and I guess I'm not immune either. I had prostate problems (not the big C) and trouble urinating for a number of years. I just treated it as one of those things and being a macho man would not complain. Unfortunately by not complaining it became a BIG problem and resulted in an enlarged bladder and I had to wear a catheter for about seven months to allow it to shrink to its original size. Once it shrunk, I was a candidate for the Green Light PVP laser treatment. Wow, no pain, outpatient surgery, no side effects and I'm the envy of racehorses now. If you are having this type of problem I can highly recommend the laser surgery. Find more information at <http://www.laserscope.com/surgical/consumersfag/html>.

I always said I never wanted to grow up and now I have proof. I ended up with appendicitis and had to have emergency surgery. Fortunately they got it just before it was going to burst. They used laparoscopy surgery and the pain level was about a 3 out of 10 (more uncomfortable than painful) and out of the hospital overnight. Recovery was fast with no restrictions on activities. Appendicitis is usually a young person's disease and the doctor said that given my age at onset I will probably live to be 150 years old. Given these times I'm not sure I want to

live that long. After all, by today's standards, "These are the good old days", scary huh?

As I write this our pension future is still up in the air. I am not holding out much hope because the bankruptcy judge really doesn't care about us but only UAL's ability to survive. If UAL can convince him the only way to survive is to terminate the pension and the PBGC gets their way then we are history. Hopefully, we will all be able to survive with our dignity intact and make a good life with what's left for us. This isn't what we envisioned in retirement but good nonetheless. That's my wish for all of us.

Besides I still have JoAnn and with her at my side we can conquer anything. *John*

JAY PLANK—Hillsborough, CA

Dear Ted, You have printed a number of very informative medical articles in the Bulletin. So for what its worth, here's some information on Hip Surgery.

Many of us are getting to the age where we need replacement parts. For anyone considering hip replacement they might check into the **Minimally Invasive Replacement Procedure**, or **Anterior Method**; an incision is made through the front of the hip without cutting through muscles.

The procedure was pioneered in the U.S. by Doctor Joel Matta head of orthopedic surgery at Good Samaritan Hospital near downtown Los Angeles. I have been told that it is a much harder procedure for the Doctor, but much better for the patient.

Two examples: A friend of mine went to Dr. Matta and had hip surgery. Five days later she came home by car (500 miles). Two weeks later she discarded her walker and took a six hour flight to Ohio. Another friend had the traditional method of hip replacement and eight months later is still on a walker.

Two weeks ago my 82 year old Sister in Houston found two Doctors that had studied under Dr. Matta and had hip surgery. She had approximately 4 inch incision and lost about 1/2 cup of blood, spent 5 days in Hospital, 2 days of which were unrelated to surgery and is walking with a walker.

Anyone interesting in more information or finding a Doctor can go on the Internet @ Google < Anterior Orthopedic Hip Surgery> or < Doctor Joel Matta> for further information. *Jay*

RALPH B. RIDGE—Castle Rock, CO

Hi Ted. Time marches on and here is update number three since that "push" out the door. We did the RUPA cruise last fall and thoroughly enjoyed the camaraderie. The weather, however, left something to be desired. In March we traveled to Australia to help our Corvette friends down under accomplish their first sanctioned judging meet under National Corvette Restorers Society rules. What a great time...I thought I drank a lot of beer! I finished the restoration of my '55 Vette and have been trotting it around on the show circuit. Have won several major awards, have several more to go, then I'll take it to the Barrett-Jackson auction in Scottsdale, AZ in January.

A few weeks ago I decided to write a song about our retirement predicament. I've attached it and hope you decide to print it.

Thanks for all the hours you spend on this publication. Check's in the mail.

Ralph

YOU PICKED A FINE TIME...

Words by Capt. Ralph B. Ridge, UAL Ret.
Sung to the tune "Lucille" by Kenny Rodgers

Verse 1

In downtown Chicago, across from the courthouse
In a barroom I sat down and cried
The lawyers had argued, the company had counted
The judge ruled our pensions were fried.
Now I'm not a quitter, but I feel so bitter
Seems no one is left on my side.
They took my life work, gave it a quick jerk
Along with the last of my pride.

Chorus:

You picked a fine time to toss us you Heels.
With high monthly payments and a future unreal
I watched the downslide, wished for a short ride,
But this time our leaders stood still
You picked a fine time to toss us you Heels.

Verse 2:

Now blame is not coming from someone so wanting
Of what should be morally right.
Chances were squandered, when congressmen
floundered,
And didn't seem concerned of our plight.
So where do I go now, who do I turn to
I wonder if I'll be alright.
So let me say one thing, to those with the gold ring,
I hope you can sleep well at night.

Chorus:

You picked a fine time to toss us you Heels
With high monthly payments and a future unreal
I watched the downslide, wished for a short ride
But this time our leaders stood still
You picked a fine time to toss us you Heels.

SUE ROSS—Hawthorne, CA

Hi to All, I haven't done much this year. My mother, who lives with me, and I went to Texas to visit my sister and her family who live north of Ft. Worth. I missed the Los Angeles RUAEA Convention and my 45th High School Reunion because I was too sick to attend either one. I'm OK now.

I sure hope UAL succeeds in accomplishing whatever it is they are trying to do. They've certainly messed up my life as well as everyone else's.

Love Ya, *Sue*



DICK & DOROTHY STEBBINS—Hollister, CA

Dear Cleve, Dick's struggle of 6½ years from his stroke continues. Like all of you, he has his ups and downs.

I read the *RUPANEWS* from cover to cover to Dick and we both enjoy the articles of interest concerning health and the welfare of United. This last issue was not encouraging and it looks as if we will soon be tightening our belts even tighter. It's difficult as Dick requires a care giver and medical and pharmacy bills keep escalating.

He loves receiving letters and phone calls from those of you who flew with him, it always makes his day. You United pilots have a strong bond, it's too bad the directors of the company do not.

We both feel life is good and that it will continue to be, so we just have to keep the faith.

Fondly, *Dorothy*

JOHN STEFANKI

Dear Ted::

Just a few days late again. Celebrated my 85th and hope there are a few more in the offing.

The only big event during the past year was that Dorothy and I celebrated our 60th wedding anniversary on April 4th. Had a great time. The time flies by mighty fast. TEMPUS FUGIT !!

Happy Landings, *Johnny*

VINCE SWINNEY—Abilene, TX

Hello Cleve, Check is now in the mail, just "under the wire." I guess that means it is on time for a change. Ten years ago today I flew my last flight. We all flew at the best of times. I don't envy those in the cockpit now though.

The last 12 months have been interesting. I have been actively involved in certain Federal Investigations, going back to my previous background, military and civilian. (pre-UAL). It has been interesting and exciting but definitely for a younger person. That's about all I can say about it.

I have had three heart procedures this year and expect another one in the next month or so. Hope the problem can be corrected this time.

I really appreciate your team and all of the voluntary work they are doing to keep everyone informed. Good luck and God Bless! *Vince*

OLIVIA TANNER—San Juan Capo, CA

Enclosed, please find my check for \$25 to cover monthly mailings—this John always did as August was his birth month.

I do send greetings and best wishes to you pilots who knew John.

As to news of my well being, all is well and I continue to enjoy my home, friends and family.

Come December, I will be taking my two daughters to Germany and cruising the river and visiting the traditional Christmas Marts along the way.

I do read the news of the members and info concerning UAL. Thank you for the monthly updates.

Sincerely, *Olivia*

STOKES TOMLIN—Hamilton, VA

As I write this, August 18, the "other shoe" has not dropped and the checks from UAL are still "in the mail".

I am still working with the FAA part-time; still involved with local theatre. We are trying to make a movie this summer based on the historical play that I have participated in - a story about trials and tribulations in a small Quaker town in Northern Virginia during the Civil War. I play the father of three young, and beautiful, girls who publish a newspaper in support of the "Underground Railroad". Lots of fun!

Had a great reunion with Cliff Schutz and Larry Watts, Class of July 1968, this week. We met at Larry's place in Norfolk, VA. Cliff had just arrived from Spain to spend some time here to visit family and friends.

Best to all, *Stokes* sstsst3@adelphia.net

J.E. (MUDDY) WATERS—Wilmington, NC

Ted & Cleve,

The check goes out with tomorrow's mail. Seven years retired as of August 1st. I can hardly believe it. I have three items that may interest *RUPANEWS* readers.

Fighting with MEDCO: Brief history - After an operation last September my wife Robin had 8 sessions of chemotherapy for ovarian cancer at 3-week intervals. A common side effect of chemo is nausea. After 2 treatments, Robin's oncologist changed her anti-nausea Rx to a drug called Emend. The Rx is for 3 caps, one taken the morning of chemo, and the next 2 on the next mornings. It worked very well, as it should have. The list price for the Rx is \$358, reduced to \$322 by our CVS geezer discount.

Since the doctor did not know how many chemos Robin would need, he wrote the Rx for 11 refills. When a chemo session was getting close I would order a new Rx by calling the pharmacy's auto-refill phone number.

MEDCO has refused to pay for one Rx because they will not allow it to be refilled until 18 days after the last Rx. I had committed the crime of getting it refilled at 16 days! I called them and explained the situation, but no dice, even though neither the pharmacy nor I had been made aware of the time limit.

Be careful with these people! Their obvious first priority is to minimize payouts, NOT to help the patient. And they get their marching orders from none other than good old UAL.

P.S. Thanks to all who emailed or called about Robin's bout with cancer. We appreciated hearing from all of you, and she is doing very well now.

Computer Fraud by "Phishing:" An email recently arrived, purportedly from SouthTrust, a bank that was recently acquired by Wachovia, a big bank based in Charlotte. It asked that recipients "update your personal information." A website was in the email, and anyone who clicked it sent their personal info with that click.

The email looked genuine, and was probably on a copied SouthTrust letterhead. I have no idea how many fell for this trick. I did not. Be careful out there.

No legitimate bank or credit card issuer will contact you for personal info, either by email or telephone! If you call them, they may very well need something to identify you, your SSN maybe, but since you initiated the call, you know whom you are speaking with.

Hearing Aids: I have worn 2 hearing aids for about

8 years, the very small CIC size (completely in canal). They worked well, but had a couple of inherent problems, in that they had no volume control, and were very sensitive to even a tiny amount of ear wax. Over the years each had been back to the factory once for \$300 rehab. When one quit working recently, I decided to see what was available in new technologies.

I checked out everything in the field, and settled on two from Siemens. I got the larger, in the ear size. These things are pure magic. If I adjust one, it signals the other to make the same adjustment. There are 2 adjustments to make, volume and mode.

There are 3 modes: normal, which switches directionality to forward when a voice comes from that area; slightly enhanced, which is like turning the treble up and the bass down, also with directionality; and 360, high gain and omni-directional. Actually the thing has 4 modes, but apparently no one has figured out yet what to do with the 4th.

In my aids, I have the volume control on the right ear and the mode button on the left. An interesting option is a small remote control carried in a pocket. I do not think I need it, but for someone who wants the smaller models it provides a degree of control unavailable when I bought my last two.

They are not inexpensive; my pair cost \$4,590 with a 3-year warranty, but that was only about 2/3 of what I paid for the CIC pair in 1997.

Cheers to all, *-Muddy*

P.S. In a phone conversation with an old friend, also retired from UAL, he commented that he sure did miss his non-qual pension payments. It took me a while to convince him that I was getting mine, and so should he. The next day he called to thank me for the info. He had called the retirement service center, and they assured him it was a "mistake" and that the money owed would be on the way ASAP. I wonder how many others might have had this "mistake" happen to them? Might be worth a note in *RUPANEWS*. *And here it is—Ed.*

BILL & SARAH WELLBORN—Gettysburg, PA

Dear Ted, A lot has happened since my letter of last year. To start, Hurricane Ivan hit Pensacola with a vengeance. We were advised to evacuate so we took our motor home and both cars to my son's house in north east Pensacola, his house is 100 ft

above sea level so no storm surge worries. Sarah and I have been through several hurricanes but never anything like Ivan. We were all up all night listening to the wind and the sound of trees falling, it sounded like the roof was going to go at anytime, but the house held. The next morning after the storm had passed and we could see we stepped outside to a landscape that was completely changed. Trees and tree limbs down all over and no leaves left on the trees still standing. A large oak tree had fallen on our motor home and Sarah's car completely destroying them. My son's wife looked around and said we're moving back to Pennsylvania. We were not allowed to return to our house for two days after the storm because of road conditions. When we did get back we found our house very badly damaged and all contents completely destroyed. As an aside my neighbor, a retired navy captain in his 80's, had refused to evacuate and was killed by the storm. I kept a sailboat at the marina on the navy base. It was sunk with a big hole in the side and several boats piled on top of it. We had just paid our mortgage off in June and about a year before the mortgage was paid off the mortgage company advised me they were no longer going to require flood insurance, however I kept the insurance anyway. One of the smarter things I have ever done. Without flood insurance we would have not been covered. It seems our house was destroyed by the storm surge and not the hurricane, although there would have been no storm surge without the hurricane. Go figure. Anyway we received the maximum the policy allowed and were able to buy a home in Gettysburg, Pa. The house we bought was owned by my son, the same one we rode out the storm with. We bought their house in Pa. They sold their house in Pensacola and bought another home in Pa. in the same development we're in. I don't think Sarah and I could have gotten through this mess without the help of all our kids. Anyway we are all settled down now and Ivan is just a bad memory. We celebrated our 50th wedding anniversary in May. The kids had a big party for us. Don't know what we would do without them. On a lighter note my son and I are building a Challenger 2 ultra light. Should be ready to fly sometime this fall. Actually he's doing most of the work and I'm the gofer. Looking forward to the convention. Check to Cleve via snail mail.

Bill

LARRY WRIGHT—Sonora, CA

Another year has gone by and it seems like just a short time ago since I retired in 1992. Marillyn and I have not been able to do much traveling this year due to several things we have no control over such as a complicated hernia surgery. We did go to San Diego where one of our grandsons was married in a large wedding on the beach. He had recently graduated from Azusa University in the L.A. area. He has felt called into the ministry for many years and was quickly hired by a large church in La Jolla as their youth minister shortly after graduation. Another little trip we made was to San Jose where we visited with our second son and his family. Their two sons had recently returned from Peru on a missions trip with their church and we were anxious to talk with them about their experience. Also their oldest son, 17, was playing his guitar with a group at Great America and we wanted to hear them. (They were great.)

Needless to say we are anxiously awaiting the outcome of our pension. As I wrote several years ago, Marillyn and I lost the monies in our B fund due to a major heart problem and a "fluke" in our insurance. It is very disheartening to work for so many years, pouring your "heart" into your work only to have the company you work for "dump" you because of greed and poor management. You wonder how these people, in good conscience, can face themselves in the mirror each morning without feelings of gross misconduct. Surely one day they will receive their just reward. Life is so short even at it's best to be so negligent in their responsibilities. It all boils down to the fact we have only One who we can really rely on. If our pensions do go "south", Marillyn and I will "down size", again, and be thankful for what we have. We are truly thankful for 51 beautiful years of marriage and the love of our sons and daughter and their families (10 wonderful grandchildren).

Not enough people or for too many times can we all say thanks to all who put the *RUPANEWS* together or for all the hard work others do to help us ol' retired pilots. My hat is off to you all.

God bless, *Larry*

IN MEMORIAM

TRIA LYALL

Tria Lyall wife of Ron Lyall, "Flew West" on July 19, 2005. She succumbed to Lymphomhic Cancer. In July of 1967, Tria became a Flight Attendant (Stewardess) for United Airlines for 25 years. She was based in EWR, DEN, MIA and SFO. She was born in El Paso, Texas and graduated from Lorretto High School. She received an AA Degree from Cabrillo College in Santa Cruz. In her later years, Quilting became her passion. She left behind a 17 year old son named Zachary. Her final residence was Vancouver, Washington. She was an Angel and will be deeply missed by many. *Ron*

MALVIN E. MEADOR

It is with regret that I report the final flight west of retired Capt. Mal Meador. He died Sunday the 7th of Aug. from complications resulting from multiple heart bypasses.

Mal and his wife Linda lived at Erie Skypark, (North of Denver) and he had a Steen Skybolt which he built.

A memorial service is scheduled for 10:00 at Mountain View Memorial Park located at 34th and Diagonal Rd. in Boulder, on Saturday the 13th.

Mal retired in the left seat of the 757 in DEN. He was previously based in SFO. He hired on with United in 1969, and retired at age 60 in 2001. He got his initial flying experience in the U.S. Navy

Ted Wilkinson

MICHAEL STERLING MELIN

Friends, Marines, Aviators, Clampers, Drooges, C.C. lubmembers, Frat. brothers, Sailors, et al:

It is with great sadness that I must report the passing of my best friend, fellow Marine and UAL Capt. Ret. Michael Sterling Melin.

Mike was on a holiday in Argentina with some of his sailing buddies from Sausalito when he suffered a brain aneurysm. He was rushed to the hospital where he succumbed 2 days later.

His wife Patty called Nancy and I early Tuesday morning with the news, but she asked us to keep it under wraps until she flew down to Argentina on Wednesday as the information was very cloudy. I was able to escort Patty to the airplane on Tuesday and see her off before I had to work. She evidently made it in time to be with him before he died. I just received the sad news that we lost him and wanted to let his friends know.

He was a great guy and we have lost a dear friend. The plan is to have a memorial in early to mid-September at the Sausalito Yacht Club for him. Details to follow.

Rest in Peace my brother, you will be sorely missed.

Sadly, *Cort* [F.V."Cort"de Peyster \(SFOFO\)](#)

CAPT. HOWARD WILLIAM REID

Howard's Grandfather and Grandmother came to the U.S separately from the Shetland Islands of Scotland. They met in this country, married and settled in Sparta, Illinois. Howard's dad, Bill, left Sparta due to a malaria epidemic that caused many to die including his parents. The U.S. Government was giving away land "out west" (Homestead Act) which lured Bill to Colorado. He and other family members staked out one section by building a four bedroom house on the intersection of four 160 acre plots at Roggen, Colorado in 1906.

Howard was born to Bill and Sarah at an aunt's house in Denver on August 4th 1911. He spent his youth on the farm which was being farmed with horses. He rode a horse seven miles to school and it is interesting to note that his parents tied him to the saddle in his early years. He said winter weather could be brutal and spent many hours thawing out both at school and back at home. Howard was not fond of horses and was much happier in later years when mechanization became available. Over the years he became an excellent mechanic.

His fascination with aviation began when an itinerant pilot landed near the farm and he was able to get a ride. He began formal flight training at a Curtiss-Wright flying school at Curtiss-Wright Airport, 48th and Dahlia, Denver, Colorado. Training was done in a Curtiss Fledgling with a 6 cylinder Challenger Radial Engine.

During the 1930's Howard worked at many jobs. He delivered propane and later worked for the City of Denver in the tower at Stapleton Airport. This is what we call today an entry level job, as one of the duties was sweeping out the city hanger.

Howard attended the Boeing School of Aeronautics at Oakland, CA. The school officials were skeptical that he'd get through the flying school but thought he would be an excellent mechanic as he had only completed 8th grade. He indeed graduated as a pilot at the top of his class. They were flying the Boeing model 203, a purpose build biplane. In the late 30's he joined up with a fellow pilot, Wesley Lewis, and formed The Reid-Lewis flying service at Stapleton Airport in Denver. Howard and Wes were hired by United Airlines in 1940.

It was during one of his trips into Omaha that he met the "love of his life" Doris Tripplett of Red Oak, Iowa. Doris was a dispatcher for United. He continued to bid trips into Omaha until he talked her into being his bride in 1947. He brought Doris back to Denver and they had a son John and a daughter Janet and four grandchildren.

While at United Howard flew one trip in a Boeing 40 B-4, then on to the Boeing 247 and eventually flew the DC-3/4/6/7, Boeing 720, and the DC-8. He flew MAC charters during WWII, Korea and Vietnam. His last trip was to DaNang during the war.

Upon retirement Howard acquired a Cessna 210 which he flew for the rest of his life. He and Doris flew many trips around the U.S., Mexico, and Canada from Reid Int'l Airport. Howard was associated with the Flying Farmers and flew many parts and humanitarian missions. He was an active flight instructor until early this year.

Among the many accomplishments during Howard's life were, Member of the Colorado Aviation Hall of Fame, Member of ALPA and was MEC Chairman, Member of the Colorado Flying Farmers and Ranchers, where he was a past President and "Man of the Year," Member of AOPA (no. 237), Member of El Jebel Shrine Air Patrol where he was a past President. He also belonged to the OX-5 Aviation Pioneers, United Flying Octogenarians, Silver Wings, The Colorado Association of Wheat Growers, and QB's. He was the oldest member ever inducted into the Denver Hangar at 92 years of age.

In 1950, the Reid family moved in across the street from us. I was 13 at the time. We became friends and it was a solid friendship that lasted 55 years. Howard and I spent literally thousands of hours together during that time and each hour was an adventure. While we never were in "the right place at the right time" to fly together at United, we were able to spend many happy hours together in a Pilatus PC-12 when we were both retired.

Howard was unusual in that he loved to know what other people were doing. He would walk up to a stranger and "interview" them to find out what they were doing, how they learned to do it, how long they had been doing it and etc. If there was a machine involved he'd ask some very in depth questions on where it was built and how it worked. He nearly always portrayed himself as "just a little ol' farmer from Roggen, CO." and usually added "if the wheat crop is good this year, the bank said that they would let us have the farm one more year." His technique was unique and he was able to glean amazing information from his "interviewees." He would leave them saying either to themselves or out loud, "who was that guy?" It was fun and amazing to watch.

He gave a lot of time and energy to numerous young boys. When his daughter would dump a boyfriend they'd still turn up at the house to talk to Howard about engines and etc. One neighborhood kid, Tom Wallis, which Howard took under his wing became a well known Aeronautical Engineer, test pilot and D.E.R. As for me, he taught me hundreds of things about mechanics, airplanes and life. He taught me how to drive at 13 in his Cadillac and he continued to ride in the right seat whenever we were together for the rest of his life!

Howard Reid was a "one of a kind" individual. He had three passions in his life which I am positive allowed him to reach the age of 93 11/12th. They were his family, the farm, which he was able to grow from the original homestead to 5400 acres now operated by his son John, and Aviation.

Howard flew West on July 21st 2005 and will be greatly missed-

Howard Morgan, Jr. Capt. UAL. Ret, QB # 35428

HOWARD WILLIAM REID

Howard William Reid was born in Denver, CO, on Aug. 4, 1911, and grew up on a farm near Roggin, CO. His father bought a surplus Curtiss JN-4, which was delivered to the family farm in a crate. Howard helped his father assemble the a/c, and the wood from the crate was made into a chicken coop. There was no one to teach him how to fly so he contented himself taxiing the plane over the wheat fields. He initially didn't know how to turn it around, so he'd get out and manually lift the tail around. On at least one occasion he was taxiing fairly fast and a wind gust had him unintentionally airborne. Ultimately, however, he attended the Boeing School of Aerodynamics at Oakland, CA, and the Dallas School of Aviation. He received his "Pilot's Certificate" in 1928.

In 1930 Reid and Wesley Lewis formed an aviation company, selling and repairing airplanes in Denver, and barnstorming on the side, flying to rural areas and selling rides for as little as \$1.00. They lured farmers with the question, "Don't you want to see your farm from the air?" In 1936 they received an attractive offer and sold their company, and in looking for a job, Howard encountered United Air Lines. He hired on with United as Captain on the Boeing model 40. He subsequently flew Captain on the Boeing 247, DC-3, -4, -6, -7, -8, and Boeing 720. He retired flying the DC-8 on MAC charters to and from Viet Nam.

Most knew him to be easy going, but he could be tough. Once, he had his 11 year old daughter along on a flight and the passenger agent wasn't going to let her on the flight because her ticket wasn't precisely correct. Howard asked what he was supposed to do, leave an 11 year old stranded there? "That's your problem" the agent said, whereupon Howard picked up his flight bag and suitcase and walked away down the concourse with his daughter. The agent seeing that the Captain was leaving, called to him, "Hey who 'se going to fly this airplane?" Howard replied, "That's your problem". His daughter got on the flight.

Howard was home schooled mostly, but according to regulations at that time, in order to graduate he had to attend at least two years of public school, so

he rode horseback five miles to attend 8th grade. Years later Howard related that he had prayed to God, "If You could see your way clear not to have any more horses in my life, I would be forever grateful."

During a portion of his career at United he instructed at the flight training center in Denver, and he maintained an active flight instructor's certificate right up to the end. He gave his last flight instruction in February, 2005. Cause of death was pancreatic cancer.

He married Doris Triplett who worked in the Omaha dispatch office, on Aug. 17, 1947. Her family said a little country girl shouldn't marry a pilot, it'd never last, but it lasted 58 years. He was a member of the DEN Hangar of the Quiet Birdmen fraternity. He was also a member of the OX-5 Aviation Pioneers, and was inducted into the OX-5 Aviation Hall of Fame in 1997. He was inducted into the Colorado Aviation Hall of Fame in 1990. He was a member of the Shrine of North America. He is survived by his wife, Doris, Daughter, Jan Reid, of Littleton, CO, Son, John Reid, of Roggin, and four grandchildren.

Ted Wilkinson

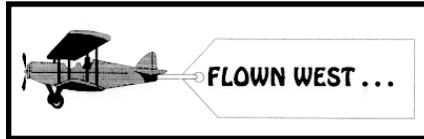
JOHN E. STARR

Jack Starr died August 07, at his home in La Grange, IL. Jack is survived by his wife of 63 years, Juanita. Jack and Nita had two sons, Jack and Jeff. Jeff is a 777 Captain for UAL.

Jack attended the University of Michigan and was hired as a Student Pilot by United in October 1940. He achieved Captain rank in 1942, flying most of UAL's fleet from the Boeing 247 to the 747. As a UAL Captain he was assigned as pilot for the National League Football Team, the Colts. He retired in 1978 from the ORD-HNL run.

Jack was an avid pilot, a light plane enthusiast and corporate pilot after his retirement. Together with his sons they built a Christen Eagle - an acrobatic biplane with the sun-burst paint job.

Bon Voyage on your Flight West, Jack! *Scotty*



LLOYD L. PAYNE	5/03/2005
HOWARD WILLIAM REID	7/21/2005
JOHN E. STARR	8/07/2005
MALVIN E. MEADOR	8/07/2005
MICHAEL S. MELIN	8/15/2005

** 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 Wed.. 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: September 21, 2005

Mailing: October 5, 2005



PERIODICALS

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