



RUPANEWS

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RUPANEWS

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I Am The Nation

I was born on July 4, 1776, and the Declaration of Independence is my birth certificate. The bloodlines of the world run in my veins, because I offered freedom to the oppressed. I am many things, and many people. I am the nation.

I am 213 million living souls - and the ghost of millions who have lived and died for me.

I am Nathan Hale and Paul Revere. I stood at Lexington and fired the shot heard around the world. I am Washington, Jefferson and Patrick Henry. I am John Paul Jones, the Green Mountain Boys and Davy Crockett. I am Lee and Grant and Abe Lincoln.

I remember the Alamo, the Maine and Pearl Harbor. When freedom called I answered and stayed until it was over, over there. I left my heroic dead in Flanders Fields, on the rock of Corregidor, on the bleak slopes of Korea and in the steaming jungle of Vietnam.

I am the Brooklyn Bridge, the wheat lands of Kansas and the granite hills of Vermont. I am the coalfields of the Virginias and Pennsylvania, the fertile lands of the West, the Golden Gate and the Grand Canyon.

I am Independence Hall, the Monitor and the Merrimac.

I am big. I sprawl from the Atlantic to the Pacific . . . my arms reach out to embrace Alaska and Hawaii . . . 3 million square miles throbbing with industry. I am more than 5 million farms. I am forest, field, mountain and desert. I am quiet villages - and cities that never sleep.

You can look at me and see Ben Franklin walking down the streets of Philadelphia with his breadloaf under his arm. You can see Betsy Ross with her needle. You can see the lights of Christmas, and hear the strains of "Auld Lang Syne" as the calendar turns.

I am Babe Ruth and the World Series. I am 110,000 schools and colleges, and 330,000 churches where my people worship God as they think best. I am a ballot dropped in a box, the roar of a crowd in a stadium and the voice of a choir in a cathedral. I am an editorial in a newspaper and a letter to a Congressman.

I am Eli Whitney and Stephen Foster. I am Tom Edison, Albert Einstein and Billy Graham. I am Horace Greeley, Will Rogers and the Wright brothers. I am George Washington Carver, Jonas Salk, and Martin Luther King.

I am Longfellow, Harriet Beecher Stowe, Walt Whitman and Thomas Paine.

Yes, I am the nation, and these are the things that I am. I was conceived in freedom and, God willing, in freedom I will spend the rest of my days.

May I possess always the integrity, the courage and the strength to keep myself unshackled, to remain a citadel of freedom and a beacon of hope to the world.

This is my wish, my goal, my prayer in this year of 1976 - two hundred years after I was born.

OTTO WHITTAKER, "I Am the Nation;" Norfolk and Western Railway Company Magazine, January 15, 1976, front cover.

This was originally written in 1955 as a public relations advertisement for the Norfolk and Western Railway, now the Norfolk Southern Corporation, and did not contain the phrase, "the steaming jungle of Vietnam." It has been widely reprinted, generally without attribution, has been set to music, is reprinted by some newspapers every Independence Day, and has been read into the Congressional Record several times. Ellipses in original.

It is now 224 years since this nation was born and the nation is therefore somewhat older and larger than when the above piece was written; however the penultimate sentence remains the wish, goal and prayer of all its citizens as we celebrate this 224th anniversary of its birth. Jock Savage, Editor.

WIDOWS COORDINATOR JACKIE ABEL

Ladies: Just wanted to Inform You that I have spoken to UAL Benefits and United has reinstated (888) 677 2358, the automated listing number, so Widows can use it. Also, you probably received the info on UAL LIST (800) 825 6478. This number for United Business and Pleasure Travel - can also be used by Widows - so I am told by UAL Benefits. 'Til the next time. *Jackie*

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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 me know by one of the methods listed above and I will switch them.

Also

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

INFORMATION about Membership & Postage Fees:

One Time Membership Fee.....\$50

Annual Postage Fee.....\$20

U. A. 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

U. A. 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

Denver Good Ole Boys

"Ladies Day" was a huge success with a total of 44, including all our lovely Ladies, as listed. Everyone seemed to enjoy themselves. The sad note of the day was the announcement of the last flight West of Capt. James "Burt" Sumrall, Sr., 80. "Burt" was not a RUPA member, as he suffered from Alzheimer's disease for many years. As usual, we meet the 3rd Tuesday of the month: July 18 and August 15; 1130 hrs at the *Country Buffet*, 7200 West Alameda (Villa Italia Shopping Center).

Present: Dick & Ilene Wagner, John & Barbara Miller, George & Sandy Benkendorf, Ilse Rigsby, Marti White, Janelle Olsen, Bill Bates, Tom Johnston, John & Wendie Holody, Bill & Eve Hoygaard, R. O. & Millie Stewart, Connie Daggett, Howard & Doris Reid, Hal & Janet Meyer, Bob & Laura Ashworth, Bill & Mitzie Fife, Dick Garbrick, Ed & Ruth Riehl, Russ & Pat Ward, David & Peggy Markham, Ray Bowman, Dick & Jerry Shipman, Curly & Opal Baker, Len & Mary Ann Martin, George Maize, Jim Harris & Grandson, Jim Harris, Corinne Lewfert.

BUD RUDDY Lansdowne, VA

It has been some time since I have written to the troops via the *RUPANEWS* One hesitates to take up space just with what others may view as trivia, but something has come to the attention of the RUPA ECRN group (East Coast rednecks) that I'm sure should be of interest to our membership.

Back on 1 July of 1964, UAL lost one of our Viscounts when it experienced a major in-flight fire which originated

somewhere within the aircraft fuselage . The fire within the passenger cabin was so intense that one of the passengers, in his obvious desperation to escape the flames, opened an emergency window exit and fell to his death some distance away from where the Viscount, now obviously out of control as related by witnesses, crashed into the mountains.

The Capt. was Ollie Sabatke, a DCA based pilot. He had come to work for Capital in 1948. Ollie was one of those guys that everybody who had worked with him had liked a great deal. Recently, now some 36 years later, we learn the 'rest of the story' of how the Sabatke family fared as the dependents of an employee killed in the service of the 'Company'.

Here is how the information that follows came to the fore: Ed Miller and I share the job of Editor of the Capital Airlines Association Newsletter (after nearly 40 years we still have almost 2000 members). Ollie Sabatke left a wife and five young sons when he was killed while doing his particular job for United. Recently, quite out of the blue, we received a letter inquiring about the CAPAIR Association, which came from a small town in rural Colorado. The writer was named Todd Sabatke, who identified himself as one of Ollie's five sons, who was just a young child when his father was killed. Todd, via the now ubiquitous Internet, had just learned that there was such an organization of former Capital people and wished to inquire if anyone might have known his father.

It happens that I had flown co-pilot with Ollie many times and... so began a rapid exchange of emails, What I began to learn of the Sabatke's family experiences with UAL after Ollie's death was both surprising and very disappointing. The corporate policy was (and still is) that the surviving spouse, for trip pass purposes, is granted only the 'years of service' earned to the date employment terminated, (in this case by accidental death while on the job) and NOT DATE OF HIRE that the rest of us retirees enjoy. Ollie's widow, Lois, never remarried. She raised her five sons by herself. I have no idea how much she received from his 'retirement plan,' in effect at that time, but it obviously wasn't much. She (and the dependent children) were granted only 15 years of service for SA boarding purposes.

Pass travel privileges would obviously be very important to a widow with five children on such an obviously limited income. The importance of access to airline travel by a surviving spouse with children is far more of an issue than just taking the kids to Disney World 'on the cheap'. Don't pass it off too lightly. Some years later, Lois Sabatke, unable to afford full fare airline prices and having to rely on 15 years seniority, was unable to board a trip from Washington to Colorado, and as a result, missed the wedding of one of her sons... Aviation again treated the family with a heavy hand when another of her sorts was killed in an aircraft accident. Lois Sabatke herself died almost two years ago. Todd, the son with whom we have been communicating and who has a business in rural Colorado, has felt for a long time that UAL treated his mother in an indifferent, insensitive, and often unreasonable manner.

I have heard some disturbing hints that other surviving spouses of employees who have died 'on the job' may have less than glowing impressions of how UAL has treated them. Most of us know from personal experience that if you have some problem, and know someone who is still working somewhere in Ft. Ops., they can work wonders to straighten out problems. If however your 'old friends' are all retired also, it is a very different world when you try to unscramble a problem!

The real purposes of my relating this story to the RUPA membership is to learn if anyone else shares the view that ANY active employee who is killed while 'on the job' should be assured that their surviving spouse (dependents) will receive DATE OF HIRE pass privileges as long as the spouse does not remarry. There have been a variety of airline employees killed while actively doing their jobs. Capital and United have had mechanics killed on the job also. I remember in the early '50's an Eastern Ft. Attendant walking into a Connie prop on a rainy windy day at DCA. I also recall in that same time frame, getting out of a cab at the Terminal entrance at CLT one morning and observing a rain of power cart parts, (pieces of hood, steering wheel) come over the top of the terminal and land in the street where we were standing, propelled when the brakes of a Martin 404 released as the aircraft was cranking up on the ramp, and a power cart was in the way. I heard a ramp man was severely injured, but never heard later if he survived.

It would be relatively easy for the AFA, IAM and ALPA to put their combined influence together and address this obvious shortcoming. It would cost the airline NOTHING. Only the employees would be affected (maybe a few irritatingly affected). It would be easy enough to insulate the program from those tempted to sharp-shoot the system by claiming 'work related death' years after they stubbed a toe way back when, which then led to complications and eventual death ten years later. Something like an on-the-job accident causing 'major physical trauma, with death occurring within 30 days of the event', would be a way of shielding the benefit from abuse. I would like to hear/read the views of other readers on this issue. **Bud**

The Latest on Blue Cross Blue Shield

Received the following encouraging letter from BCBSI today. RUPA's working through ALPA seems to be bearing fruit. Regards - *Dan Jessup*

Following is the letter dated 11 May 2000 and received today (25 May 2000).

PROMISE

Dear Mr. Jessup:

We received a copy of the correspondence you sent to the Air Line Pilots Association. Thank you for taking the time and effort to provide your well thought out concerns and evaluations to us. Please feel free to continue to provide your input directly

As a direct result of the feedback provided to us by members such as you, changes are already under way. Further proposals and changes are being considered.

You may have already noticed that we have begun to provide a more complete letter in regards to when a "banking" credit is being applied. The letter now reflects the true total charge of a claim. You may have also noticed that checks are no longer being issued with a statement that an explanation of benefits will follow. We are anticipating that these changes will result in a simplification and clarification in the explanation of benefits in which multiple providers are listed.

You also brought up a concern regarding the time limit for filing of claims. Your benefits are provided as part of the collective bargaining process between the Air Line Pilots Association and United Airlines. The agreement ratified included a claim filing limit of one year. Blue Cross Blue Shield is required to administer the contract as written. This means that any claim received by Blue Cross Blue Shield after the 365 day time limit must be denied. United Airlines realizes that circumstances beyond the member's control may cause a delay in a claim reaching [BCBS]. Therefore, they have authorized us to waive the time limit on all appeals of this kind of denial. For the member's convenience, this type of appeal can be made over the phone directly to BCBS rather than a written letter to UAL.

Thank you again for your input. If you have further comments and suggestions, please feel free to contact our customer service center dedicated to United Airlines employees and retirees at 1-800-535-9825.

Sincerely, Kitsy J. Amthein, Group Specialist United Airlines Service Center,.

REALITY

Hi Jock

Since receiving that letter (that I copied to you) about a month ago from Kitsy Amthein (of United Airlines Service Center), reality has overcome the original euphoria of enthusiasm. Document after document has arrived not reflecting the improvements her letter indicated should have taken place. In an effort to continue work on this problem I sent a letter to Ms. Amthein explaining how things were continuing to happen regarding the BCBSI documents being sent to us. *Dan*

Dear Ms. Amthein

Thank you for your letter of 11 May 2000. It was encouraging regarding resolution of the many problems encountered with documentation sent by Blue Cross Blue Shield of Illinois (BCBSI).

In the hope that it may assist you, let me bring to your attention some recent anomalies regarding what is actually occurring as measured against what your letter indicates you think is now BCBSI policy.

The BCBSI banking system saves us money, (and that we like), but the manner in which it distorts documentation sent to us by BCBSI makes it most difficult for us to make sure our providers are properly compensated and to guard against fraud. The third paragraph of your letter states "You may have also noticed that we have begun to provide a more complete letter ... when a "banking" credit is being applied. The letter now reflects the true total charge of a claim." Unfortunately this is not ... happening. [You also state] "checks are no longer being issued with a statement that an Explanation of Benefits will follow." Once again, unfortunately, six documents from BCBSI have arrived, [following the old practise]. Your statements regarding the one year limitation on filling claims was very welcome, and I will follow your advice by encouraging those responsible in ALPA to pursue a fair and reasonable resolution of this problem during negotiation.

Once again, thank you for all your efforts on our behalf. Please continue those efforts to improve BCBSI documentation so that it more closely resembles what you indicated in your letter you thought it had already become.

We will continue to help you as much as we can by bringing irregularities to your attention

Sincerely, *Daniel E. Jessup*

Edited, as indicated by ellipses and brackets, for space. Ed

BONG MEMORIAL CENTER FUND

In the April issue, we published a description of the planned Richard L. Bong Heritage Center, along with an appeal for funds. Jim Berquist, who first brought the planned Center to our attention, informs me that Mrs. Joyce Bong Erickson, Bong's youngest sister, who is administering the fund, has told him that they are getting contributions from all over the country; however she does not know how many are from RUPA members. If it transpires that there are a goodly number of them, she would like to see RUPA recognized by way of a plaque. So if those of you who subscribed without giving your RUPA affiliation could drop a post card verifying that fact, and those who plan to send a contribution would mention your membership with your donation, it would be appreciated, and suitable recognition given when the Center is completed.

The address is: Bong P-38 Fund Inc., P.O. Box 326, Poplar WI 54864

Support for Arthritis Remedies.

Two popular supplements appear to help ease osteoarthritis symptoms, according to a report published in the journal of the American Medical Association. Researchers at the Boston University School of Medicine analyzed data from 15 different placebo controlled studies on the effects of glucosamine sulfate and/or chondroitin sulfate on osteoarthritis of the knee or hip. This meta-analysis indicated that both compounds help relieve pain and improve mobility in osteoarthritis patients, even after the researchers accounted for possible weaknesses in the trials. However, the researchers still called for additional, rigorous studies of the supplements to confirm their effectiveness. (JAMA, 3/15/00)

Comment: At our Integrative Medicine Clinic at the University of Arizona, we've seen good results in osteoarthritis patients who take glucosamine and chondroitin. Even so, I join the Boston University researchers in calling for large, long-term studies of these compounds. Fortunately, the National Institutes of Health is sponsoring such a study, slated to begin soon. In the meantime, I'll continue to recommend these supplements for osteoarthritis.

Self Healing June 2000

LIVE LONGER,LIVE BETTER

Seth Landefeld is the chief of geriatrics at the University of California at San Francisco's School of Medicine and the San Francisco Veterans Administration Medical Center. He and the geriatrics faculty recommend the following tips for achieving a ripe and healthy old age.

Don't smoke. Be happy. If you're not, seek help. Have a glass of wine, preferably red, each day, and not much more.

Exercise your body and mind: Walk a mile a day, strengthen your muscles, read, talk, solve problems.

Do the other things your grandmother told you to, eat in moderation and get enough sleep.

Stay involved in regular religious activity. If you're not religious, stay involved in other regular group activities.

Women: Get a mammogram every year or two, at least till you're 75. Men: Take an aspirin a day.

Check your blood pressure and cholesterol every year or two, and keep them under control.

Stay away from the latest medical marvel before there is compelling evidence it will do you good - too often, breakthroughs do more harm than good.

Be safe: Wear a seat belt, no loaded guns, and don't drink and drive.

LAS VEGAS HIGHROLLERS Luncheon

Clyde House [702] 896-8821 clydie@concentric.net

The June luncheon was held on the 13th at the Anthem Country Club in the 7 Hills area south of Las Vegas. The view from the dining room was of the entire Vegas valley and was enjoyed by all. As the snow birds have started flying north our group has dwindled down to a core group of about one dozen. It was decided to take the summer off and regroup in September. Members will be notified of the location of our next meeting by phone and post-card. The following were in attendance: Andy and Dawn Anderson, Bill Balboni, John Drommond, Barry and Ruth Dixon, Barrie Folsom, Lloyd and Donna Whitlow, Don and Betty Swirnow, and yours truly Clyde House and Marie Loquet

Will be looking forward to gathering the group together again in the fall. *Clyde*

May Folding and Stuffing Meeting

Only 34 members attended this folding and stuffing session, but they were up to the task. Maybe the summer season is affecting the turnout. Below are the names of those loyal members who help to get this great publication out.

Bob Adams	Bob Ahrens	Floyd Alfson	Charlene Alfson
Bill Bartel	Gerry Beaulaurier	Jo, Bernard	Hugh Berry
Georgia Bouska	Tom Bredis	John Campbell	Bob Clinton
Sam Cramb	Neil Daniels	Scotty Devine	Dick Hooning
Milt Jines	Bob Kallestad	Bob Kibort	Cam McEachern
George Mendonca	Bob O'Leary	Mel Peterson	Jay Plank
Jock Savage	Bud Schwartz	Jim Shirley	Bob Soergel
Cleve Spring	Chuck Tolleson	Gene Tritt	Larry Wright

ESOP 3 Distribution

Here is what happened to me with my first ESOP 3 distribution.

I elected the five equal installments for my ESOP 3 distribution from UAL starting 4/2000.

I just received my first installment. I got a check for the fractional shares and a certificate for the whole shares.

On the accompanying statement, I discovered that they properly withheld FICA (for the whole five year value - based on \$61.3797/share) and Illinois state withholding. Unfortunately, they didn't do the federal withholding, in spite of all the printed information declaring that would be done.

I called the ESOP 3 guy and he transferred me to payroll. The gentleman I talked with verified they didn't withhold the federal, but had no idea why they didn't. He is supposed to get back to me. I will let you know the answer.

The problem is that most people won't check the numbers and won't realize they may be put in jeopardy for an IRS penalty when they do their 2000 taxes.

I may be the only person with this problem, but suspect a programming problem could be the culprit and a lot of folks could be affected.

This may help clarify the tax issue on ESOP 3 distributions.

As most know, you are taxed for FICA for the full amount of the ESOP 3 stock at the time of the first distribution based on the valuation of the stock on that date. A pilot who receives ESOP 3 in a year in which he has other wages from UAL will pay FICA based on what has already been paid up to that point. A retired pilot with no other UAL wages will pay according to the normal schedule (7.65% on the first \$76,200 and 1.45% on anything over that amount). For those electing the five equal installments all of the FICA is taken out of the first installment, but is based on the total share value.

Federal and state withholding are based on the current W-4 on file with UAL. For most pilots that is the last one they had on file when they retired. You can, however, change that W-4 by re-filing a new one with UAL.

In either case, UAL sells enough shares to cover the FICA and withholding amounts and then sends the retiree a check for the fractional share and a certificate for the whole shares. A statement comes with the check, itemizing all of the details.

The situation is different for those who still have earnings subject to FICA & tax withholding outside of UAL. Since UAL has no knowledge of these situations, they simply base their calculations as if the ESOP 3 value is the only income the retiree is receiving. If the retiree is still earning income elsewhere, subject to FICA, then he/she can recover the overpayment when filing tax returns for that year.

Another possibility is that a small ESOP 3 distribution won't trigger any withholding, based on the last W-4 on file with UAL. The risk to the pilot is that it may trigger a penalty due to under-withholding at the end of the year.

This is because the ESOP 3 distribution is added on top of all the other taxable income received by the retiree during the year, but there was no withholding on it. When receiving the distribution it would be wise for a retiree to check with his/her tax advisor.

I will be happy to discuss this with anyone who still has questions. I have a toll free number (877-462-8437) or email (geomathes@msn.com). Remember, I am just a retired pilot who happens to work in the investment management field. Everything herein is simply my understanding of how the system works and is subject to the usual caveats. While I believe this information to be relatively accurate, I make no guarantees.

George Mathes

LAX Lunch—15th June

The first story-teller didn't have a chance with 22 retired United pilots and guests meeting at the *Hacienda Hotel* near LAX on a fine 15th day of June, 2000. The stories got better and better, with Lee Cameron telling of competing in the 1949 Bendix Trophy Races

Dave Tank brought a "show and tell" item--a 1918 depiction of President Woodrow Wilson's head and shoulder profile. The pattern was made of more than 21,000 (2100?) people in light and dark clothing to show Wilson's features in an outstandingly accurate portrait.

Ken Williams and Jim Matheson were involved in a high tech conversation about newest computer innovations, and Jack Moore couldn't decide whether it was his new IBM, Windows, Pentium III, or Compuserve to blame for his internet woes. Walt Bohl, Larry Lutz, Jerry Adams, Claude Giddings, and Lou Carson were welcomed especially to the meeting. Lutz and Giddings both were Air Force B-47 pilots before joining United.

Margaret and Charlie Barnard were congratulated for hosting the July 15th Ojai picnic at their ranch. When you read this, it may not be too late to call them and make reservations. The Ojai picnics are memorable happenings and much appreciated.

Jack Hanson brought his Father's Day gift, an 8x10 showing the good old bad days (not really?) of the United crew standing in back of a line of topless beauties of the era, Guadalcanal circa 1944. You may read more about this in his birthday letter t

All who attended are:

Margaret Barnard
Herb Goodrich
Jim Day
Jim Matheson
Walt Bohl
Claude Giddings
Edna Cameron

Charles Barnard
Jack Moore
Walt Albright
Ken Williams
Larry Lutz
Lou Carson
Lee Cameron

Jim Turner
Ken Kuecker
Mel Heflinger
Gene Gawenda
Jerry Adams
Dave Tank
Jack Hanson
By Shirley Hanson

THE NORTHCOASTERS

June 15th Meeting

A record turnout graced the "RUPA Room" at TJ's Restaurant in beautiful downtown Wooster, Ohio. The Northcoaster group continues to grow in size, due in no small measure to the efforts of our leader and Grand Pooh Bah, Dick Orr. Dick administers the meetings, sends out meeting notifications and acts

as treasurer. Interestingly, Dick was absent from this meeting (that fact alone possibly could be the reason for the good attendance) as he was in Norfolk to view the gathering of the "Tall Ships." Dick did what no sane 69 year old man should do - he rode (drove) a "Goldwing " all the way to Virginia.

After introductions, the group settled down to happy conversation while being waited on by our erstwhile and resident server, Vicki. This "happy" conversation was aided and abetted by 99 cent Lone Star Beer. That beer brought back memories to those of us who spent any military time in Texas (small "t" on purpose) and after a few flagons of this "august" (as in Busch) and delicate imbibitions, it was "Katie bar the door!" The noise level rose to the crescendo not even rivaled by a Caravelle lifting off runway 4 in

Newark. Someone leaked the information that it was Dick Sanders' birthday and the vocal rendition of "Happy Birthday" that ensued sounded not unlike a Wagnerian aria emanating from a Munich beer hall. Dick was loath to admit his age, but we all know that he, not long ago, was heard bragging about the fact that he had been on Medicare for two years. After lunch, the restaurant management brought in a cake and we all sang to him again. We were glad to do it, as we all owe Dick "big time" for his wonderful retirement bash on Lake Erie some 7 years ago. Dick may you have many more healthy and happy birthdays.

Conversation topics included the proposed UAL and USAir merger. The progress (or lack of) of pilot contract negotiations, aches and pains, lousy copilots, Medicare, pensions and news that a dingbat Senator from Texas wants to put a profile of President Reagan on a new coin. I'm sure the Democrats wish it the same success that was enjoyed by the Susan Anthony dollar.

Intermixed with conversation, singing and imbibing were several trips to respective "bluerooms," underscoring and belying the "aging" of the group.

Can an "Early Bird" dinner be in the offing as a replacement to what is now a midday luncheon? Only time will tell.

The following were in attendance: Rick and Ronnie Ogden, newly-minted retiree, Al Cavallaro, Bill Christie, Evan Miller, Dan and Bev Seiple, Kelly and Don Johnson, Bev and Don Karaikos, Jim Tight, Dick Sanders, Jack Heiszek, Gerry Cox, Jim Burrill and his fiancé, Monica Blackledge, Ken Wheeler, Thomas and Sandy Race, Ed Griffith (we missed you Barb) and Dave Suits.

The Northcoasters meet the third Thursday of each month. The place is TJ's in Wooster and the time is 1 PM. As always all pilots, (retired or working), wives, and friends are welcome. We really do have an enjoyable time - come and join us. Obediently, but grudgingly submitted, *Don Karaikos*

SEATTLE GOONEY BIRDS

No news, no new jokes. We met, ate and remembered old times. Attending today were: Bob Berkey, Bill Brett, Tom Graham, Dick Wiesner, Jeff Roberts, Ray Dapp, Gerry Pryde, Wes Olney, Fred Sindlinger, Glenn Jewett, Ken Case, Vince Evans, Ken Eckley, Jack Schultz, Ralph Stevens, Ray Hull, Walt Fallon, Chuck Westpfahl, Harv Beery, Herb Marks, Jim Chilton, Vince Wormser, Dave Carver, Bob Berg, George Laube, and Don Anderson.

Dick Wiesner

SUNDOWNERS

Jim Feneley, 32246 Hyde Park Dr., Clearwater, Fla., 33761-1813, 787-785-5971

There were only seven of us at our luncheon at the Countryside Country Club, but there was no shortage of humorous anecdotes about our days on the Mainline. Telling or listening to these tall tales were: Ray Schlage, Paul Fidler, Ken Vanderhyde, Jaime Kraph, Jim Irwin, Jim Feneley, Jim Wilson, and same place, but co-ed. next Month same time, 11:30a.m., *JF, RS, JI*



MEC UPDATE

Thursday, June 1, 2000

A special meeting of the UAL-MEC continued today at the O'Hare Ramada Hotel in Rosemont, IL.

For most of the day the MEC met in closed session due to the proprietary nature of the material to be reviewed by MEC legal and financial advisors as well as the MEC Merger Committee.

Later this afternoon, the MEC was briefed by the Negotiating Committee, in open session, regarding the mediation process. Negotiating Committee Chairman Steve Smith reported that mediated negotiations between ALPA and United are scheduled to begin June 5.

Also this afternoon, the MEC unanimously passed the following resolution:

BE IT RESOLVED the MEC directs the master chairman to appoint, no later than July 1, 2000, and for a time frame from the date of appointment to the total and complete end of the proposed USAirways seniority integration process, an alternate member to the Merger Committee who is in the lower 25% of the seniority list.

BE IT FURTHER RESOLVED the current alternate member of the Merger Committee will immediately become a regular member of the Merger Committee for the time frame of the proposed USAirways seniority integration process.

Tomorrow, the MEC is scheduled to continue in open session until it adjourns at 4 p.m. Pilots wishing to attend may do so by presenting ALPA membership credentials at the door of the auditorium.

As an aside, your representatives have been receiving numerous questions regarding the form the proposed UAL/USAirways transaction will take. Under rumor control, what follows are some facts:

1. UAL Corporation is proposing to buy USAirways.
2. The corporate structure through which this acquisition would be accomplished, which is dictated by tax and corporate purposes, is that UAL Corporation has created a shell corporation. That shell corporation would be merged into and become part of USAirways.
3. For some unknown period of time, there would be two separate airlines -- United and USAirways (which would be a wholly owned subsidiary of UAL Corporation).

4. The ultimate plan is to merge USAirways into United at some date, which has not yet been determined. It is clearly understood by the MEC and its officers that there continues to be a great deal of questions and concerns by the United pilots relating to this proposed transaction. It is the intent of your representatives and officers to provide you with many more the details in the days ahead. Look for official announcements via the MEC code-a-phone updates, your local council meetings, ALPA bulletin boards, and by reading the materials soon to be published by the MEC Communications Committee.

As a reminder, on May 24 ALPA announced its recommendation that members no longer participate in land-and-hold-short operations (LAHSO) at all U.S. airports.

This recommendation applies not only to pilots who might receive a LAHSO clearance request from an air traffic controller, but also to pilots operating "full length" on a runway that intersects with a hold-short runway.

ALPA has worked for years with the FAA to resolve our safety concerns about LAHSO. This culminated in the February 8, 1999, landmark agreement among ALPA, ATA, and the FAA, which defined the critical safety aspects of LAHSO.

However, in April, the FAA issued its "final" order on LAHSO, with an effective date of May 27th. After careful review, ALPA found the final order to be deficient in several key areas.

ALPA refuses to compromise our safety -- or that of our passengers -- by participating in procedures that the FAA acknowledges have inadequate safety margins.

You will soon be receiving more detailed information about this vital safety recommendation through another issue of Critical Juncture. You can also to check out the ALPA website at www.alpa.org for LAHSO news and developments.

Wednesday, June 21, 2000

As you know, on May 18 United declared payment of a cash dividend to its shareholders. The dividend for ESOP participants who hold ESOP preferred stock is \$1.25 per share.

The current plan is for the dividend to be declared four times a year. Payment of the first-quarter dividend began on June 15 to shareholders of record as of May 30, 2000. For the year 2000, the company expects to pay three more dividends. Keep in mind however, that each dividend must be declared by UAL's board of directors.

The second-quarter dividend would be declared in June and paid in August. The third-quarter dividend would be declared in September and paid in November and the fourth-quarter dividend would be declared in December and paid in February 2001.

Dividends paid to ESOP participants on their ESOP stock are taxed like ordinary dividends. However, taxes are not deducted from the dividend payments made to participants in ESOP 1 and ESOP 2. Most ESOP participants will receive a form 1099 in early 2001 and must declare the dividend income on their tax statements.

Participants in the Supplemental ESOP (ESOP 3) will receive a dividend equivalent payment, and it will be taxed as wages. Tax will be deducted from the payment.

In a news release yesterday, United announced plans to expand its Denver reach with new nonstops being offered by Sky West, its United Express carrier at Denver International Airport, providing regional jet service to two new nonstop destinations - Fresno, California beginning Oct. 1, and Bozeman, Montana, beginning Nov. 1. Both flights will be operated with the Canadair Regional Jet (CRJ).

United said that by Nov. 1, United, United Shuttle, and its United Express partners will offer a record 528 daily nonstop flights to a record 105 destinations from Denver.

United also unveiled plans to expand United Shuttle service to four markets to and from Denver - Albuquerque, New Mexico, Boise, Idaho, Colorado Springs, Colorado and Tucson, Arizona, effective Sept. 6.

REMEMBER, "UNITY" IS THE KEY TO OUR FUTURE SUCCESS.



*For the best steak ever - come to the annual
RUPA Potluck Picnic
at the Palo Alto Elks Club
(4249 El Camino Real)*

Date: August 9th

Time: 4:30 PM

What should we bring ???

As always, we are depending on you to provide a scrumptious array of salads, barbecue or baked beans, breads and desserts. Each dish should serve a minimum of 10 (five if solo). Bring serving utensils, (labelled for identification). Bread should be sliced, buttered (garlic optional), and wrapped in aluminum foil.



Important !!!!!

In an effort to cut down on Telephone Tag, we ask that you indicate on your reservation check what you wish to bring to the picnic, and we will call you only if changes are necessary.

Rose Spring (650) 349-6590

Send a check (\$17 per person) to:

Cleve Spring

1104 Burke Lane Foster City, CA 94404



**SAM CRAMB
SAYS THAT
THERE WILL
BE LOTS OF
GOOD
BEVERAGES!**



PENNSYLVANIA CENTRAL AIRLINES

ROBERT P. SCHWARTZ 55 Oyster Landing Lane Hilton Head Is., SC 29928

Jock: I don't know if you can publish a photo off the Internet, but see what you think of this. It may make a nice cover. PCA of course, was the predecessor to Capital and was down to 7 DC-3's during the war when this was taken (1943). The rest of the planes "went to war." There are still several PCA pilots on the RUPA list, two, being Luke Honaker and Ralph Sewell. Not too sure of others without doing some research. I have the glossy. It is good but fragile. Had some others, along with a small stack of "PCA NEWS," a nice glossy and friendly publication each month during those years, but one of the movers "lost a box" that they were apparently packed in. Was going to give them to the history museum but have never located them. By the way, you are doing an excellent job.

Many thanks, **Bob**

Bob: It certainly is an arresting photo, but, judging from what came over as jpg, before it would be useable as a cover I fear that it would require skilled repair of many flaws, something for which I lack both talent and time. I am, however, happy to print it as is for the memories it may bring veterans of those times. Ed.



For many, no need to overdo dental visits

If your teeth and gums are healthy, or you have only moderate gum disease, occasional slight inflammation or a few shallow pockets around your teeth, then a yearly dental visit and good oral hygiene at home are all you need to prevent periodontal disease. That's the conclusion of the latest study to test the impact of frequent dental care on plaque formation, bleeding gums, and other periodontal conditions. The five-year study, published in the *Journal of Clinical Periodontology*, found that for people without serious gum disease, going to the dentist more than once a year provided no added benefit.

Of course you may have other reasons for seeing a dentist for more frequent cleaning and polishing: teeth that stain easily, plaque or tartar that makes your teeth feel rough to the tongue, and you have frequent cavities. To ensure that you don't end up with severe periodontal disease, brush thoroughly twice a day and floss once and properly.

Consumer Reports On Health April, 2000

MEC Negotiations Update

June 23, 2000

Dear Fellow Pilots:

Negotiations resumed Monday, June 19th, under the auspices of the National Mediation Board. This week's topic was Section 1 (Recognition, Scope, and Career Security).

Already heavy because of Feeder Carriers, Small Jets, Code Sharing, and the Star Alliance, the subject has taken on additional weight since the announcement of the UAL/USAirways proposed merger. In addition to their regulars, United brought two outside attorneys and two company Vice Presidents to the table. ALPA augmented our crew with two outside attorneys and the head of ALPA's Economic and Financial Analysis Department. This is a very important section and we treat every word carefully. The balance is delicate. Pilots want an aggressive, competitive, growing, and profitable United but not at the expense of our contract or career expectations. The company is more "bottom line" oriented and the two points of view result in spirited negotiations.

Our "Scope Clause" is not for sale. Only United Pilots on our seniority list shall have the sole and exclusive right to perform and be trained to perform Company Flying and operate Company Aircraft. Period.

It is ALPA's position that Feeder Flying and International Code sharing will be permitted but only under terms and conditions not detrimental to the continued growth of good United pilot jobs.

United will be permitted to maintain competitive Feeder arrangements but only with provisions that satisfy ALPA's insistence that these arrangements must result in mainline growth. ALPA will not prevent United's Feeders from modernizing, replacing their aging turboprop aircraft, or even growing but it will not allow Feeders to take over our legitimate and historic flying.

Job security and furlough protection must simply be "industry leading." If there is a pilot group in the universe that has bought and paid for this premier provision it is the United Pilots.

On April 12, 2000 we regained our "right to strike." We have no interest in relinquishing this right.

In the 1980s our scope clauses were simple and puny compared to today's extensive provisions. Our current table positions would number 30 or more pages of text, and many more pages of supporting data. Think of scope as a home security system. It will do us no good to build a fine new home loaded with lovely features (new contract) if someone can simply walk right in and steal the various parts.

Next week, more mediated negotiations: Scope, the International Agreement, and hold onto your hats, "pilot schedules" are likely topics for discussion.

Fraternally,

UAL-MEC Negotiating Committee

Steve Smith, Chairman

ROBERT J. AHRENS, 391, Christian Drive,
Belmont, CA, 94002.

Check-in time and dues, payment. Another good year gone by. Attended the Retired United Airline Employees (RUAEA) 25th. annual May 22-29, 2000 at the San Francisco Marriott Hotel in Burlingame, CA. I helped on loading the tour buses one day and attended the Banquet Dinner Saturday night. It was reported over 1100 attended. Next year's convention is planned for Philadelphia. My wife and I made a trip to Dayton, Ohio last September attending a wedding for a cousin and a week later for my brother's 50th. wedding anniversary. They seemed to invite about everyone they grew up with. Enjoyable events. With 37 years seniority still had to fly coach both ways due to the many upgrades and travel-plus passengers.

I am in good health only walk, slower and do less. Virginia. had an Angioplasty and a Pacemaker installed a month ago and is now doing fine. Until next year, Stay healthy. Bob

L. B. BOYD hoophole@juno.com
4400 Dolphin Lane-Alexandria, Va. 22309

Checking in for the millennium. No exciting trips to report on. Planning to attend the big Navy Reunion at Corpus Christi in October.

I could use some input from someone out there who has had some success with treatment for Peripheral Neuropathy (feet).

Bud

CORRINNE AND JIM BOYER 1150 6th St. So.
Naples, Fl. 34102 New E-mail address:
corim@compuserve.com SFO, MDW, ORD, SFO,
ORD '57 TO 92

Greeting to all from sunny SW Florida. Corrinne and I are still alive and kicking on the tennis courts of Naples. We just finished the all-city tournament during the month of May, and while we both took part, we were retired early by some very serious tennis players. On another note, we became grandparents again (9th and 10th) in December when our youngest, Lisa, gave

birth to twin boys. As might be expected, we went up to Illinois to baby-sit. We were hoping to have one born in '99 and one in '00, but that was too much to expect of the little mom.

We just returned from the BVI and a week on a sailboat so we won't be cruising with the group this fall. Corrinne says "one week on the water with you is more than enough"! I think she would rather be playing tennis.

I received some interest in the excerpts "From Wooden Wings" by Pat Palazzolo, as to where to purchase the book, if it is published. I have not tried to buy it so if someone knows of a publisher and where to purchase it I would like to know. Also, someone from Sacramento, Ca. who wouldn't sign his name or put his return address on the envelope, sent me a 14 year old article on ALPA that was certainly interesting. The author quoted David Pringle, who was the senior VP for human resources (now called the people department!) and no longer with UAL (along with Ferris and many others from upper management). The author also stated that Frank Lorenzo would be a major player in the airline industry - the Federal Government prohibited Lorenzo from owning another airline. So if this person would like to correspond with me instead of hiding behind anonymous letters, I'd enjoy that! We had Some Crewmembers that Advocated B Scale during that time period that hid behind fake glasses with big noses and mustaches. They must be still out there. We're enjoying the fruits of our retirement that were fought for by our previous negotiators. So tonight I'll raise my glass to those who flew the "Wooden Wings" and also those who thought enough of their fellow pilots to form a union and to negotiate the wages, working conditions and retirement benefits that we all enjoy.

Fraternally, Corrinne and Jim

Jim, "From Wooden Wings" is available in the UAL/ALPA Forum Library for downloading. I did ship a copy to the RUPAWEB, and no doubt Bruce McLeod will make it available when he gets a chance. Ed

JOHN L. BROWN—4221 Yukla Circle, Anchorage, AK 99504

Dear Cleve, Please find enclosed a check for \$40.00 for 2000 and 2001. I wish I could say that things are going well with the freighter operation in ANC but they aren't! We started with 4 DC 10-30 freighters in 1997 with all kinds of promises for follow-on aircraft be it B747-400 freighters or B777 freighters. We fly the freighters twice as much as a passenger 10, but still can't get the company to make a decision. No doubt you have all been there before and history repeats itself. We appear to be making a profit but still operate

on a shoestring. Our competition in ANC: Atlas, Northwest, Gemini have added B747-400, B747-200, and MD-11 freighters respectively.

My respect for UAL has taken a dive. As a former member of the MEC from Council 6 Anchorage, I supported Mike Glawe during interest based negotiation. I believed what the company said and I was wrong! I expected UAL to negotiate in good faith and this hasn't happened. So it goes in my little part of the world. Regards, John

DONALD O. BURNWORTH—640 S. Bear Claw, Prescott, AZ 86301

Dear Cleve; As you may have guessed, I am practicing to appear senile, so that when it is (surely) to occur, no one will notice, not even me. (at present, I can't remember my twin brothers' birthday.)

And since I can't remember when I sent the last money for stamps, I have enclosed a paltry sum to cover any arrears, and to be as far as possible ahead. I really like the news from the magnificent men with whom I enjoyed many a year, even if, "all too few". (years, not men).

Most of all I like the fractured English from the foreign hotels, and the other funny stuff.

All my best, always, *Don*

CLYDE M. BUTLER—10330 Thunderbird Blvd A126, Sun City, AZ 85351

I see April 23 has come and gone and I admit I just plain forgot to send in my dues and postage stipend. It is very hot nowadays and so I just take it easy and stay inside where it is cool. I'm not doing any traveling anymore and it takes me till about noon everyday to really get going so don't get much done but eat and sleep. I spend quite a little time at the computer which I enjoy.

Thanks to all you folks that keep the newsletter going. Sincerely, *Clyde*



BRUCE A. CAREY—911 Forest Dr. Elgin, IL
Dear Cleve, I am enclosing a check in the amount of ninety dollars. The usual cost for RUPA Membership (\$50.00), annual mailing cost (\$20.00), and a little extra because I'm a little late with this payment (\$20.00). Eight months into retirement and I'm so busy that I've become embarrassingly late with my RUPA dues. I have enjoyed getting the publication over the past months and reading news of many of those "old timers" that I knew.

Thanks for all the work that those leading the RUPA group do. It is sincerely appreciated. I'll be on time with my responsible payment in 2000. **Bruce**

RICHARD B. COOLEY—6339 E. Star Valley Circle, Mesa, AZ 85215

Hi Cleve, It's that time of the year again. The enclosed pittance will take care of another year of great news and information.

Our routine has changed a bit. No Park City, Utah in August this year as it is a little too high for me now. Seems funny, after making my living at 30,000' to 40,000' now 7,200' is too high for my heart, so Rick and I will be looking for something at sea level this August.

I read Milo Bacon's remarks about the "Tracy Aces." Milo, along with myself and about four other line pilots were sent to Cheyenne to help with the instrument training sometime around May of 1942.

Good luck and stay healthy, *Dick*

K. CORBIN 52/88 --- Time does seem to fly. Doesn't seem like 12 years since retirement. Been kind of quiet lately. Had a bit of a medical set back this winter, but after a couple operations am coming along.

The FAA in its wisdom took my medical, so am going to sell my Mooney. Was probably time to quit anyway. Will do more trailering. Thanks to all the people who get the news out. What would we do without them. **Ken**

KEN & JERRY CORICA, 1905 Vista Del Norte, Fallbrook, CA 92028 Mostly LAX 67-94

Six Years and all is well here in God's Country. We are still keeping busy with our Children and Grandchildren. We took a couple of cruises this year, one to the Baltic Sea and one to Spain, N. Africa, and Portugal. Both were wonderful experiences. Also took a fishing trip to Manitoba, Canada where I was re-introduced to the fact that 10% of the fishermen catch 90% of the fish, and then there are the rest of us. It was a fun trip with part of the travel by train, which I hadn't done since childhood. Thanks to all for your great work for RUPA and The *RUPANEWS*.

Ken and Jerry

DICK COSGRAVE 6508 NE 171st Pl. Kenmore WA 978028

Jock : Continue to enjoy the "NEWS".

All is well here in the Northwest except that my golf score keeps rising!

Can't help being thankful that I am enjoying retirement – looks like the active pilot group could be in for rough times.

After serving on several negotiating committees and ten years as a mediator, I don't envy the pilot's Negotiating Committee and the mediators in their task of trying to reach an acceptable agreement

With all the complex issues : i.e. multiple equipment types, global scheduling, United Shuttle, Regional Jet operation; now comes the possibility of a merger with USAirways.

I'm sure that we all wish them a speedy and successful resolution to these important negotiations.

Dick

LOEL CRAWFORD FLY2TN44 MDW-ORD-CLE-ORD-SFO-ORD-SFO-LAX

Trying hard to get this to you before June is over. Officially old now that five years has passed and less time to get things done. Couldn't be slowing down.

Certainly liked Jim Boyer's assessment on current air line happenings. We owe a lot to ALPA and always will as long as we and or our spouses are in this life. My uniform would still fit, I think, and would be available for line duty, walking that is.

BVIs for vacation last February plus a few other lesser trips. Two more grand kids graduated high school this year. Gads!

A few fly-ins. Acquired a North American T-6 last August, which is Tom Lowe's fault after flying his, and it keeps one humble every landing here on our little runway at Deerfield Resort. Sharon and I had a great time at LAS Convention last year. Will look forward to more in the future.

Monies under wrap to Cleve. Best to all who give so much of their time to RUPA for its continued great success.

Loel H. Crawford

JOHN CUSICK—2163 Beechmoor Dr. NW, N Canton, OH 44720 CLEOO, YNGOO, JFKFO, EWRFO, CLEFO, ORDFO

Hi Cleve,

Little tardy with the dues this year. Time keeps flying by. How did we have time to work? Busy helping my son rehab his first house in Canton. Hopefully there will be many more.

Took a leisurely 2 week drive to Fla in March. Great ride and good weather.

Read with interest Bob Burns recollection of the strike

of '85. He is right on about the Hill & Knowlton "public relation firm". At the time none of us knew how powerful they are and what their specialty is. When a government or any corporation wants opinion swayed in their favor they bring in Hill Knowlton. Nine days after Iraq initiated the Gulf War, the Kuwaiti government contracted Hill & Knowlton to represent "Citizens For A Free Kuwait". They had another interesting client. In October 1988, the firm was hired for public relations and scandal management by the Bank of Credit and Commerce International (BCCI), just three days after the bank was indicted by a federal grand jury for conspiring with the Medellin Drug Cartel to launder \$32 million in drug profits. Their specialty is Psycops, or to put it bluntly, propaganda. Little did we know. Keep up the good work on the publication. Enjoy it. Best regards, *John*

JIM DAY—20121 Woodland Hills, CA 91364
Dear Cleve: Hope this finds you in the best of health. We recently had a cruise around both of the New Zealand Islands, and I'm kind of surprised that we didn't run into you guys somewhere over there. Cruise ended up in Auckland, right in the middle of the Americas Cup races, quite a spectacle. Things going pretty well at our house, like most everyone else in my age bracket, I seem to spend a lot of time visiting various doctors. Best Regards, *Jim*

ROGER EHM--Lake Barrington, IL
As ever, the editorial professionalism of this journal is a pleasure to behold. Congratulations! Last October we went with three other friends cruising the canals in Wales on a narrow boat for a week. When they say narrow in the British Isles, they are not kidding. Seven feet at the beam, and 70 feet long. The boat was owned by an American history [prof ?] and stopping at local pubs in the evening, cemented camaraderie. June's Smithsonian Magazine has an article on the narrow boats that captures the spirit of this journey. In May we did our first Elder Hostel with friends to Boston. This too was interesting and educational. The speakers on the revolution, and the archivist for "Old Ironsides" did a fine job. Thanks to all who edit, collate, and prepare the *RUPA NEWS* for mailing. Your efforts are truly appreciated.
Roger



ELMER W. FOLLIN—3111 N.E. 55th St, Ft. Lauderdale, FL 33308
A late donation for your 2000 record is enclosed. My aviator son, William Follin, after eight years driving the C-135R switched to UAL, now a B-727 copilot in ORD. Uncle Sam borrowed him temporarily for two months to fly over Kosovo after two with UAL. With no 30 in 7 rule he piled up a lot of time as well as two months per diem. Practically was an ALPA convention in this action. I am still active in the travel agency routine. No profit in airline business. Cruise prices in Florida are at a rock bottom level. We have a November Thanksgiving cruise November 19-26, 2000 on the Costa Lines brand new *Atlantica*, on it's inaugural American cruise. A real bargain (for passengers) with a deep discount, and a wide range of cabin categories. A fifty dollar shipboard credit per cabin has been included. If anyone is interested, 1-800-821-5960, FAX 954-772-1657. A small refundable (up to September 17, 2000) deposit will hold a cabin. Don't worry about the profit factor in this venture. We'll be about even if a few more people sign up.
Elmer

STEPHAN R. FUSCO 2921 Amblegreen Dr. Medford, Or. 97504 srfusco@juno.com
Nothing of general interest to report this year. Our usual trips, good health, happy and active. The RUPA Newsletter is thoroughly enjoyed and appreciated. Best wishes to everyone.
STEVE

CHUCK GEORGE Stanwood, WA
Jock: Well, I've managed to hit my birth month this year. If memory serves, that's once in a row. Actually I was musing over all those old farts who forget their birth months, and realized that I was usually one, so I've redeemed myself. Of course, I always was a backslider, so don't get used to this. It's always great to hear about the old farts, except the flown west column, so you guys all take real good care of yourselves. Thanks to all the folks who make all this possible.
Chuck

LYNN R. GRADY—14215 Cavalcade Dr, Sun City West, AZ 85375
Dear Cleve: It occurs to me that although it is three months past my birth month I still haven't paid my postage dues. The check is enclosed. Secondly, I wish to take issue with the irrepressible HOOT MON regarding what ate alleges to be a picture of Tracy's second class. See page 20, May issue of

RUPANEWS. First, the second class had 20 trainees as did the first class. (The third class had 25). The picture, not counting Willingham, has thirty-four. Since the third class arrived early in December, the entire student body was sixty-five. As for the three in white coveralls, I'm inclined to think that they may have been local employees. All of us were issued white Boeing School coveralls but not white hats. Next, that handsome gentleman labeled number one, is identified as L. R. Grady. This individual may or may not be the, H. R. Grady that I know. I was never in the second class. The date of the photo is given as January 1941. (no day) I spent; most of January in La Grange, IL recovering from an appendectomy. (Mrs. Hill's cooking). however, I was back in Tracy about the fourth week of January, and I did spend a lot of time at the airdrome fattening my logbook. I think that perhaps this photo is simply a publicity shot of some kind. *Lynn*

STANLEY A. GREEN—60658 Thunderbird Ct, Bend, OR 97702

Cleve, sorry to be late again. Not much new here. We are still doing Winter Elder hostels and lots of golf and fishing during summers. I have noticed a change though, my score cards seem to have a few more bogies on them.

Enclosed is postage for another year. *Stan* sgreen@bendcable.com

PHILLIP A. GUERRA—2 Shasta Ct, Oceanside, CA 92057

Cleve: Hope this gets to you in time – I wouldn't want to be late!

I sure would like to see a San Diego chapter start up again. We really need an area Representative!

Phil Phone 760-433-8686 FAX 760-433-8123 email philjoy86@aol.com

Hi Phil; Maybe someone down there will call you and volunteer, or how about yourself? Cleve.

ROBERT R. GUY—33 Salt Meadows, Hampton, NH 03842 ccandme@tiac.net

Cleve, Where does the year go. I am four months late with my check, for which I apologize.

For the first time, I am typing this on my computer. Hope I got the type size and font right so it will work for Jock. *Bob*

Hi Bob, It doesn't matter the size or font you use, as we can scan any letter we get and change it to what we want. Cheers, Cleve

JAMES R. GWINN—9400 East Grand Ave, Greenwood Village, CO 90111

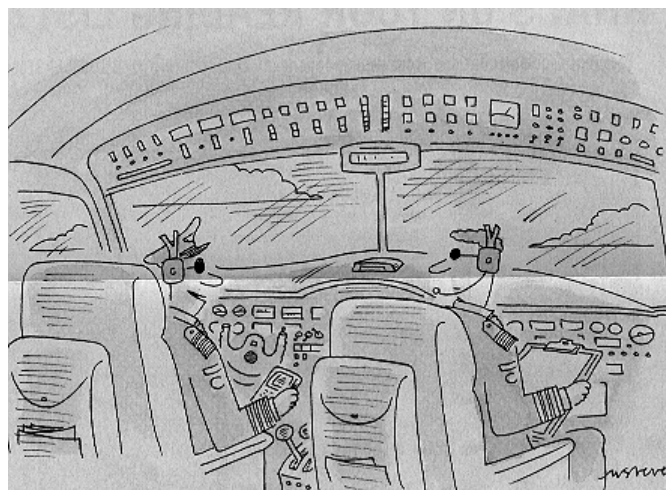
As usual, I am in denial that a birthday is approaching, so acknowledging the 14th anniversary of my last flight 4 days prior to that milestone is really an accomplishment. All is still going well, but now have a new right hip (January 5th) and am back on the golf course, albeit with a slightly higher handicap than last year. After shooting one under my age in July (a 72) and being runner

up in the Super Senior Flight at the World Seniors in August, the hip really was giving me trouble, so opted for the surgery. Now sorry that I waited so long. It looks like I may have to have the other one also replaced not too far in the future, but we'll just see how it plays out.

The ALPA Golf Tournament that I Chaired last October was a success, as we got the participation back up and it should continue to be a great get together for all the ALPA golfers. Alaska Airlines will host the tournament this year in September. See Info in the June issue of *RUPANEWS*.

Just returned from daughter Kathys' (SFO Flight Attendant), where we attended the graduations of her two sons, Ross from U. of Oregon and T.J. from high school and now off to Washington State. She was still yelling "free at last!" when we left.

Tommy and I are still combining our travels and golf and I'm still playing pretty well in a lot of super senior tournaments, and keeping away from the flat belly, virile, long knocking 50-year-olds. I am doing less officiating with the Colorado Golf Association and am now a Governor Emeritus after 12 years on the Board. Thanks to all the Staff and volunteers for your great job getting out the *RUPANEWS*! *Jim*



"This is so cool! I'm flying this thing completely on my Palm pilot"

GEORGE HOWELL P.O. Box 866, Rolla MO
65402

Another year...still alive!

And agreeing with Joe Purves in his letter published in the May issue!!!

Do you know that United Airlines and Proctor & Gamble are withdrawing their sponsorship of Dr. Laura Schlessinger's upcoming new program that was to start in September – the lady that talks about family values, perhaps more than any other person – because the homosexual community feels intimidated by her. And United caved in to their demands!!

Hoping this nation, as we have known it, survives until next year!

Best regards to all!

George Howell

Well, George, I don't watch much TV, but I've read that Dr. Laura (whose degree is not in psychology) regularly vilifies gays. Why do some people feel that they have to degrade other people to bolster their own self-esteem, and supposedly that of family values? To quote, "Why can't we all just get along?" If you're looking to Corporate America to sustain any values, you're looking in the wrong place – they will do as they have always done, follow the profits. If gays chose to apply economic pressure, that is their right in a free democracy. But lest you worry too much about the nation going to hell in a handcart, perhaps you might be slightly consoled by the fact that it has ever been thus: "The children now love luxury; they have bad manners, contempt for authority; they show disrespect for elders and love chatter in place of exercise. Children are now tyrants, not the servants of their households. They no longer rise when elders enter the room. They contradict their parents, chatter before company, gobble up dainties at the table, cross their legs, and tyrannize their teachers." Socrates. Ed.

MARGARET (PEGGY) KUHN—1153 W. Camino Velasquez, Green Valley, AZ 85614

My check is late, I know, but my daughter is having triplets and I find my schedule has been disrupted. It is a happy disruption, and the big event should happen any day now. *Peggy*

TOM LAMBRICK Tlambrick@cs.com

Just finished reading the last RUPA mag, and am still laughing...Jim David's piece about his WWII exploits were a riot, and Ham Wilson's quotes just as funny.

Where do we find such men?

Spent the year fixing up "Tillie", the 450 Stearman, after she got cranky, and dipped her right wing in disgust, in Utah, on our way to Oshkosh. Blew out the right main tire on landing, and she headed for the

Great Salt Lake.. one aileron, two spars and a wheel pant later, she came to rest in the weeds. Hell of a commotion! Especially the racket from me, as I cursed deaf heaven with my bootless cries. She's as pretty as ever now, and I got checked out as a "Certified Wingman", so I can legally fly airshows with other goofy biplane pilots. Flew my neighbor's A-36 Bonanza from Calif to Toronto and back...what a kick to see the USA from 10,000 feet, instead of 35,000. I finally discovered what the dispatchers did, the fuelers, the mechanics, the cleaners, the food service folks, the load planners, and the weather forecasters. No copilot, no crew meals, and down to one engine, the whole time...and it was a blast. Son, Steve, just made captain on the Shuttle...had to wait a terribly long time...nearly FIVE years...has the business changed, or what? Catch 22...he had over seven years of seniority with US AIR when he left to come over to us! There will be many interested bystanders in this family watching the proposed merger.

If any of my old pals want to get what's left of their hair mussed up in an open cockpit antique, circa 1941, give me a call.. we're in the RUPA phone book. Come to think of it, I'M a circa 1941 antique!

Cheers, from **Tom and Diane**.

GEORGE D. MCCULLOUGH---17662 Division Ave., Suquamish, WA 98392
geomac@sprintmail.com

About to start year eight in retirement and enjoy it every day. Many thanks to ALPA and our R&I committees for that. Beth and I both in good health and have nothing to complain about, politics and government excepted of course. Nothing exciting to report [*this part missing. Ed*] <http://bainbridgeisland.org/ritchieobs>, for anyone interested. Might even find a picture of me if you look closely. Thanks to all who keep the RUPA News coming.

Regards, George

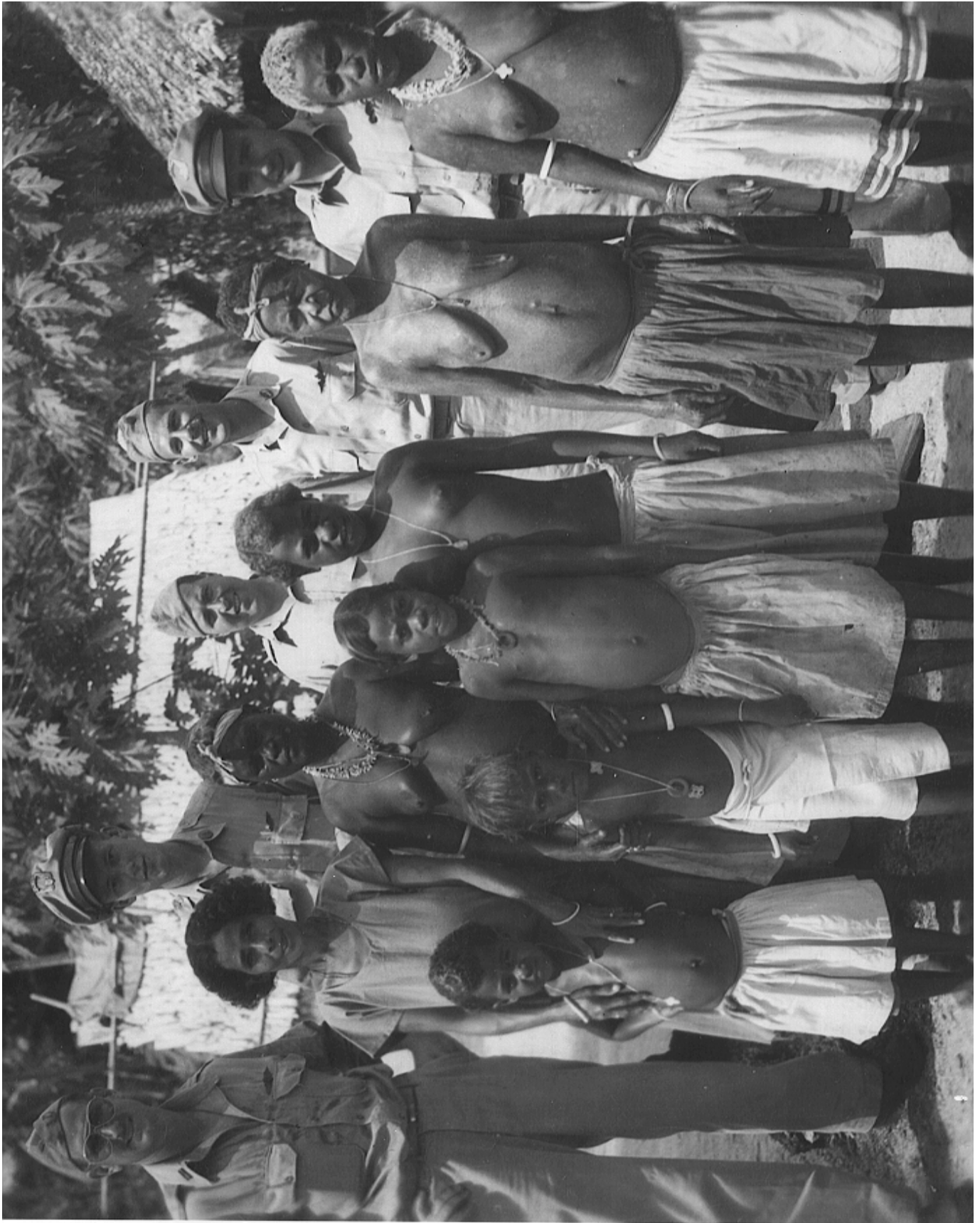
ROGER NELSON :rdn@granbury.com

Jock: Appreciate all the work that goes into the RUPANEWS. Thanks to the stuffers. One year into retirement and am really enjoying it. We moved to Granbury, Texas this year. Decided we weren't old enough for Florida.

We have kept busy with two cruises, motor home trips and traveling to see the grand kids in the Chicago area. Will be doing more of the motorhome trips as the weather in Texas heats up.. Check to Cleve.

Sincerely, *Roger*





JACK HANSON, 65 Cottonwood Circle, Rolling Hills Estates CA 90274 FLY-HANSON@msn.com

We had a great trip to Maui visiting my son Rowland and daughter-in-law Mary, who have sold their second home in Napili and are drawing up plans for its replacement on the water at Kahana. Shirley's two sons, granddaughter, her husband, Jay, and two great grandchildren live in Lahaina and points north of Honolulu Bay, so it was an all-purpose visit. All are happy and well.

In September Rowland and his friend Martin met me in Chicago, where we rented a car and drove to Champaign for the Univ. of Illinois (alma mater) /San Diego State football game on Saturday morning. In November Shirley and I followed the same itinerary for the U of I game with Northwestern. We saw the old metallurgical engineering building and campus, the new building for Steak 'N Shake (where we had four meals in the short time we were there, out of pure nostalgia for hamburgers and shakes from the 1930s), but were not able to find the old fraternity house, which, understandably, had been torn down and replaced with a modern building. We visited Willard Airport, where the U of I flying club now is based. The tower operators drew a map so we could find the former base of the Civilian Pilot Training Program where I finished the primary course. But in the advanced aerobatic phase, I went up for just one more landing one wintry day, with ice and snow on the wires on the approach. Lining up on the short grass strip, I intended to skim the wires and make a nice landing in the Waco UPF-7. The ice made the wires sag and appear to leave plenty of room, but the big radial blocked my view of the supporting telephone pole, which I hit squarely on the nose. It totaled the airplane, wiped out the CPT program and the operator financially, since he hadn't paid for the Waco, broke some ribs, hurt my feelings, and buried the engine about two feet into the icy ground. The airport now is called Frasca Field, where they make simulators. Yes, they have buried the wires on the approach and lengthened and paved the runway. After a few months with United in Denver, beginning in 1943, I went into the ATC program flying C-87s and C-54s in the South Pacific. I have a very interesting photo showing the United crew with a group of Guadalcanal beauties in native undress, which illustrates why we were anxious to get down to Guadalcanal. I hope the photo can be reprinted in this newsletter) [*We'll give it a college try. Ed*] The photo appeared in the UAL magazine of the era, and the caption reads, "A Pacific Operations flight crew poses with Guadalcanal natives. Back row, from left -- Ist Off. Jack Hanson, Navigator Don Sorensen, Engineer Elmer Skoglund, Capt. Virgil Vaughan and Radio Op-

erator Ray Mitchell." I enjoy the *RUPANEWS*--keep up the good work. Jack Hanson

BILL MEYER 5011 Seashore Drive, Newport Beach CA 92663

May 17, 2000: Dear Jock, Am writing this owing to the significance that the referenced date represents. To the efforts of Ken Dey and Ted Simons (both retired) goes the credit for having a terrific 15th anniversary strike party today at Doheny State Beach in Dana Point. Hard to believe it's been that long. It was great seeing so many Real Airline Pilots gathered in one place. The setting and the weather were beautiful, and a good time was had by all. Also a lot of active duty people were there, and we got a good earful on what's happening on the property now. Bottom line is nothing has changed in terms of the corporate culture (even with the ESOP). It's still, an adversarial relationship with management again dragging their feet. They sure have had plenty of practice.

Also on this special occasion it is time to respond to a letter that cannot go unanswered. In *RUPANEWS April 2000* issue on page 36 a note from a D.A. Petteys was published. In his singularly and egregiously distorted view of labor history on airline property, he blames IAM leadership for the loss of machinist jobs on Eastern property, partly because of his "Marine Corps buddy ... over a steak dinner, et cetera," conversation. He, incredibly, omits any mention whatsoever of Frank Lorenzo who had busted unions severally before bleeding Eastern Airlines white -- maybe because Lorenzo was Ferris' guiding light? But Petteys sure is worried about his A plan which stuffs his pocket each month. Who does this person think negotiated his A and B retirement funds and incidentally his 777 Captain's pay? It certainly wasn't due to the largesse of management. It's because of sustained efforts over many years on his (and all of ours) behalf by many dedicated people on the labor force negotiating team that these were made possible. And as for the prospect of the pilots putting UAL out of business, what business school did he attend anyway, so I will know which one to avoid? Man, get a grip whilst removing your head from the sand, and by the way, where were you in May of 1985 as if my yellow book and I didn't know? Can't wait for your answer.

Bill I



Frank & Sis Calderaro 1753 Woodfield Road,
Martinsville, NJ 08836-2343

Uneventful but enjoyable year to report. Both healthy , still fat. Number of grandchildren holding at fourteen – all smart, beautiful and healthy. Took some trips to new places like most of us do. I'm still flying for Orbis – sneaked through my PC in January and called that my last. (said that last year, but I mean it this year) Will probably fly one or two more trips. Went to our annual retirement party for JFK – gets bigger and better every year. You know you're getting old when you see the guys who were your Second Officers who are now wide body Captains. Glad to see the promotion cycle reduced – these "kids" have a great career ahead of them. I envy them – but I have no complaints about my stint with United. Best regards, *Frank*

GARY A. MOORE—43 Dawn Heath Circle, Littleton, CO 80127

Dear Cleve & Fellow RUPA Volunteers, Enclosed you will find my Birthday Check. I want to thank you for your fine publication. I enjoy reading it each month. It's a nice way to hear about the United Pilots who have taught me so much. As you know I am an Active United Pilot, but I am a member of RUPA primarily to keep in touch and stay informed on the issues that are affecting the retirees. Thank you for this privilege. I am currently in the middle of transition training for the A320 aircraft. Just finished the oral exam on the systems last week and beginning tonight I'll be starting the simulator portion of the training. I'll be flying Captain on it out of our Denver domicile. She seems like quite an impressive airplane at this point. Coming off of the 727 it's like coming several generations forward all at once.

We're currently very busy on the line still working towards an Industry leading contract. Despite our ESOP we currently find ourselves in a culture once again disagreeing with management on what we believe we are worth. It's just like the old days (pre ESOP). We seem to be struggling to determine exactly what the supply and demand will allow us to expect and ultimately achieve in the new contract. The US Airways merger talks/agreement have all of us worrying about the scope of the announcement and has us primarily focused on the seniority issues to furlough possibilities. George Hopkins book on ALPA's history, "Flying The Line" teaches us that these very issues have always been a part of the piloting profession. I remain very confident that the United pilot group will remain unified and fight a good fight to secure an industry leading contract and protect the United group's best inter-

est if the merger gets approved.

I always look forward to having my retired pilots and their families on board my aircraft. I appreciate the many sacrifices that were made in the past by pilots who are now retired. My family's lifestyle, pay, and benefits are due to the hard work of those who have come before me. Thank you for allowing me to receive your monthly publication to stay informed on the issues affecting the retired United Pilots.

Best Regards, Gary

ELWOOD H. MORGAN—4440 N. Territory Circle, Tucson, AZ 85750

It's been a quiet year. Traveling, visiting grandchildren, and SCUBA diving. I'm still looking for a Baron that I like. Need a flying fix. Lot's of Barons out there but haven't settled on one.

Still stargazing with my telescope and have been watching "sun spots." Quite fascinating.

Woody & Barbara

DICK MUNROE 19322 – 196th Ave. NE Woodinville WA 98072-8839

I want to bring you up to date on one of the most "successful" days of my life! That was the day I flew my final two segments with United Airlines from Orlando, Florida to Denver, Colorado to Seattle, Washington: 4/25/00! Each of you were a part of this, and I want to thank you! Thanks to your help and the pre-planning involved; It was a huge success! Here's the "recap" as I remember it.

I met first with some cousins in Orlando, and gave an aircraft tour before departure. My Flight Attendant Crew arrived soon afterwards with "Signs" and festive balloons! My First Officer (Bob Steeneck) took care of all the details so I could "schmooze" with all the crew and passengers before departure. Weather was good all the way to Denver and Seattle. In Denver I was met by a niece and several old friends and other United employees. I received a wonderful "send off"!

The flight to Seattle was a little bumpy at the lower (faster) attitudes, so climbed up a little to get a smooth ride, but it slowed us down by 15 minutes or so. No problem. Gave everyone a chance to get ready for the arrival, and did they ever! I'm told I made a smooth landing Frankly, I can't remember a thing about it. I just remember the two fire Trucks lining up on both sides of the airplane and looking beyond them to the terminal building where the windows looked really different! They were almost totally filled in with images of something, then to my surprise, I realized they were (at least 350+) human bodies pressed against the window glass from as far right to far left at the gate with people's faces and hands waving, as I taxied thru a

huge cascade arch of water provided by the Seattle Tacoma Airport Fire Department! Then; I saw my Wife (Toni), right up front waving and waiting for me. This was a most "moving" time for me.



After we shut down the aircraft; The passengers deplaned, and then my Crew asked me to walk in front of them off the jet way and into the terminal. Stepping out into the terminal; The "roar" of cheers and applause was deafening! I was in total shock when I saw the number of folks who had showed up to honor me with their presence! I was frankly unprepared for such a turnout, and don't know if I was "babbling or making sense" as I talked with as many people as possible. I owe my Wife, Toni a big debt of gratitude for all the hard work and pre-planning to get the terminal set up for my arrival. Scouter; Don Carscadden, who works at the Port of Seattle Fire Department; had the monumental job of coordinating not only the Fire Department Tour, but area parking, transportation back and forth between Fire House and Terminal, Fire Truck coordination and Terminal Coordination with Flight Operations and Zone Control! Jerry Stevens, who works on the United Ramp and is also a Scouter, who helped with the ideas and ground transportation with the Troop Bus, and with All the Scouters who coordinated the coming and going of all the Scouts, Seattle Flight Attendant Connie Figueira who coordinated (since the end of March with me) with my fantastic Flight Attendant Crew all the way from Orlando to Denver to Seattle, and brought balloons and banners on the airplane and got all the passengers to sign a card for me, and to my First Officer; Bob Steeneck who did "all the work", while I was "taking all the credit" and being mobbed by Boy Scouts, friends and relatives. Bob volunteered to stick around to the end; and took small groups of Boy Scouts onto the aircraft for a tour! I also appreciate the efforts of the SEA Flight Office with the planning for Gate 9 with Zone control, getting the plastic wings over there for the Scouts, and for Pat

Durgen staying after work to "Pin" me with my retirement pin, thank you all! It was great! You made it happen! Way to go!!!

In closing; this was one of the biggest "spur-of-the-moment" events ever held at SEA-TAC! I have received dozens of calls from the fire department, the customer service representatives, the airport management team, food court workers, and United Airlines Operations managers that the Boy Scouts were an absolute delight to work with, and the behavior of such a large crowd of young people was fantastic! To each and every one of you; "You done good!" I am very proud to have had the opportunity to represent United Airlines as a "fun" place to work, and be a part of Scouting! I am thankful for all your help and support!
Dick

Welcome to RUPA, Dick. We hope that your obvious enthusiasm will spill over to the monthly SEA Gooney Bird Lunches. Ed.

FRANK NAGY P.O. Box 175 Gaines, MI 48436

I see fewer familiar names in the newsletter each year, however, I'd appreciate another year of your excellent efforts, so keep it coming.

I guess the newsletter is being transformed by the passage of time as we all are. It would appear that soon all airlines will be flown by a group of super-kids who will have a minimum of years of service, non-military training, and quick check-out in wide-body, glass-cockpit people-liners. When I was still working I would occasionally see a junior co-pilot or engineer in an airport Hallway Arcade, hard at play at an electronic pin-ball type gameNOW I see what they were up to, they were getting ready for the modern-day equipment, glass cockpit airplane of the future and speedy check-out. They were really way ahead of us old guys after all.

Thanks again and a hello to all friends. Frank Nagy
Copy to Cleve, along with postage.

Frank: That's what it's all about – dumbing down the job, via automation, so that pilots can no longer claim to be skilled professionals and be paid accordingly. Ed

ROGER NELSON :rdn@granbury.com

Jock: Appreciate all the work that goes into the RUPANEWS. Thanks to the staffers. One year into retirement and am really enjoying it. We moved to Granbury, Texas this year. Decided we weren't old enough for Florida.

We have kept busy with two cruises, motor home trips and traveling to see the grand kids in the Chicago area. Will be doing more of the motorhome trips as the weather in Texas heats up.. Check to Cleve.

Sincerely, *Roger*

NORDY & RUTH NORDHAGEN 2 La Vista Verde Rancho Palos Verdes, CA 902756345 1933-1974
The month of June has rolled around once again, so time to report in, number 26. Not much to report on travel this past year - no cruising, no foreign travel. We had to miss Charlie Barnard's Barbeque for July 1999. The day before, while trimming a tree, the rickety ladder gave way, with me ending up on the ground. Discovered I had a small fracture of the pelvis which grounded me for awhile.

In August our Granddaughter, Stephanie presented us with a beautiful baby girl our first great grand child. We were not able to go to DEN for the birth so Steph got on an airplane with the 10-day-old to show us the new little girl. Since then she has accumulated quite a few air miles.

We made a couple of trips to DEN to visit. In October we closed up the cabin for the winter. Made our annual visit to HNL to check on the Condo. February was a bad month. Ruth, my bride of 62 years, suffered a stroke. She spent about 3 weeks in the hospital including rehab therapy. Home now, and doing fairly well. Will celebrate our 63rd next month. Hoping to make Charlie's Barbeque next month. Our very best wishes to all and thanks to all responsible for getting the great newsletter out.

Nordy & Ruth

BILL NORTHRUP 2729 SW Mariposa Cir. Palm City FL 34990 561-220-1912 EWR LGA JFK MIA ORD JFK

Howdy All: Note address change given above. Moving and trying to get settled. We only went across town, but tons of "stuff" to sift through and lots to get rid of. We had a great trip to England in early May and hooked up with an English naval officer and his wife (we'd not met her). We had not seen each other since 1955, (The Royal Navy sent several of their young guys to go through the U.S. training and get their wings, then go back to fly in England) but needless to say, we had a great time.

Will be involved with the vintage boat shows this summer at Clayton and Alex Bay N.Y. Two more paintings were accepted at Oshkosh for another year's exhibit.

Check to Cleve, fraternally, Bill

JIM NUGENT 200 Scotch Pine Circle Reno, NV 89511 Jimmynunu@aol.com

Hi jock, I want to thank you and all the guys who spend so much of their time publishing this great *RUPANEWS*. I've been retired for two years now and so far it has been wonderful. Spending a lot more time with the grandkids and going to family functions.

Norma and I have been spending our winters at our place at the Mana Kai on Maui. We have a lot of "old" airline friends who spend their winters there too so there are plenty of cocktail hours and golf matches. That gets us out of the Sierra winters which are getting tough to handle. I had to cut my skiing way back but it is a good trade off.

This past winter I started flying for Orbis and so far it has been a fascinating experience. Went back to TK to requalify after being off the DC-10 for five years. It was deja vu all over again. Things in Reno are going well. Some of us have been getting together for lunch from time to time thanks to the efforts of Lyle Uren. Who knows, we may even have a RUPA chapter here someday. It sure is enjoyable seeing old airline friends and telling lies. My check is in the mail for next years mailing. Jim

We run a pretty lax ship here at RUPA, Jim, no need for official affiliation or any of that formality. If you feel that you can get a sufficient number to be viable - say half-a-dozen or so, and who's to be the judge of viable? - just do it! Then write me a letter telling of all the lies you told over lunch, and you are a RUPA chapter. Good luck. Ed.



KENNETH E. PARK—1700 S.E. 12th Ct, Ft. Lauderdale, FL 33316

Hi Cleve, Enclosed please find my dues payment. I do enjoy the newsletter but have not looked at the website yet. I have been a little busy. My wife Roberta, daughter Amy and I are sailing up the East Coast of the U.S. on our 40' Catamaran sailboat "Park Place". We started at our home in Fort Lauderdale and are planning on reaching northern Maine before we have to turn around and head back. As I am writing this we are anchored in Norfolk waiting for the Tall Ships to arrive tomorrow. If all goes well we will be back home around October. We are online through our cell phone

and computer so we do send and receive Email. This retirement is the best thing sense sliced bread. I am enjoying every minute of it. Roberta just retired from UAL Flight Attendant so we are both really loving this new freedom. *Ken & Roberta* kepark@earthlink.net

RAYMOND E. PIERCE—815 Wild Oak Dr, Santa Rosa, CA 95409

Dear Cleve, Finally, we're mailing in our annual dues. Needless, to say this year is passing by faster then usual. In fact, since the November RUPA Convention the year's passing has been a blur. I apologize for being overdue. We really enjoyed the RUPA Convention at Las Vegas and are looking forward to the next one. We have to pass on the cruise this year. I've got to find some time to play golf and go hunting. We're leaving on a caravan to the Northwest with our Airstream Group. We'll be touring through the States of Oregon, Washington, Idaho and Montana. After which, we hope to travel up into Canada and find some golf courses in the Northwest Territories. In September, we'll be on a caravan to the Desert. We'll be visiting the Canyon Lands, Arches National Park, boat ride on the Colorado, Monument Valley and finally Navajo Mountain. The Caravan ends in Las Vegas. We'll be looking skyward as usual ever watching out for our United Brethren working the Skies. Off we go, *Ray & Marie*

W. ED POGUE—596 Utica Ct, Sunnyvale, CA 94087

Dear Cleve, I am a little late with my dues but at least it is the right month. Last years travels took us to Antarctica, Thailand, Germany, Italy, Peru, Australia, and New Zealand.

This year I went through Mexico City as that was the best way for me to go to Cuba. I spent two weeks there primarily for the steam trains. They have many of them working the sugarcane mills. While in Cuba, I felt as though I were back in high school and college because of all the 1950's American cars. All their tractors are Russian. They have many 3-wheeled motorcycles, all from Eastern Europe. Everything is old and very interesting. Our next trip this year is a tour of India.

Until I make the next Fold'n and Stuffin session. *Ed*

SUE ROSS- LAXFO, 5011 134th Pl. Hawthorne CA 90250

Dear Jock: Sorry this is so late – but I still work around pilots *too much*.

I recently went to my 40th High School reunion and had a lot of fun, and when I go back to work after vacation I will get to celebrate my 40th with UAL on June

16th [*We hope that there was cake and appreciation on that day, Sue. Ed*]

Pilots just keep getting younger all the time. The office has been remodeled and it is very nice to work in. Eve Edwards is now my boss (great boss). So the old gang is still at LAX – Gary Meermans, CP, Jeanne Sampson, Eve and myself.

I got to go to the LAX RUPA Christmas party and see a lot of friends, and I'm going to try to go to the Barnard's picnic again this year.

Keep up the good work – it is so nice to read all the letters you work so hard to put out.

Thanks again, *Sue*

LARRY L. SCHMIDT—4904 Hoen Ave, Santa Rosa, CA 95405

Hi Cleve: I can not believe that it is time to send in my first renewal of postage. Where has the year gone? I do not know how I had time to work. Only one big trip this last year. Right after I retired we spent 4 and a half weeks in Switzerland and Austria. There were a bunch of little trips. My Masonic work keeps me real busy. Please change my email address. It is now larry757@earthlink net. Thanks, *Larry*

AL SCHMITT 742 Spyglass Lane Sequim, WA 98382 Mostly LAX '66 - '97

Dear Jock: Three years retired already and late with this update. Have spent the last year enjoying the building of our new home and helping out a little. Patricia has been busy planning the design and all the details. We plan to move in 1 July. Note new address. We haven't been anywhere on an airplane in over a year, but plan to remedy that soon. We'd love to hear from old friends who plan to be up in this lovely area. Check to Cleve.

Best regards to all, *Al Schmitt*

ROY & LOIS SCROGGS—9915 W. Royal Oak Rd. # 1090, Sun City, AZ 8535 (623)9729595

Hello to The RUPA Staff: Thanks again to all that continue to supply the members of RUPA with such good service. Lois & I have Enjoyed getting the news each month, it helps to keep up with our friends wherever they are at present. We are spending the summer in Logan, UT. This will be our 14th year to come here and stay in the student housing of USU. The climate is very nice and the many courses arranged for Seniors are most interesting (History, Music, Art, Agriculture, and many more) Golf here is readily available too. I'm sending a check for my 81st birthday contribution. For those who may not have seen our previous letter we are now living in the ROYAL OAKS RETIREMENT CARE CENTER Our address is above.

Sincerely LeRoy

ROBERT L. SHOWALTER—5687 Yerba Anita Dr, San Diego CA 92115

Keeping busy with the old Fords, travel, and my Commander 114. Attended Bob Bowman's 80th(!) birthday party recently in Fallbrook and saw a few of the good old boys including Lee Beck, Joe Collins, Gary Johnson, Dick Rogers, Snuffy Smith and others. Sorry, my memory isn't better! All are doing well.

I enjoy the newsletter, and appreciate the hard work that goes into it. Thanks again. *Lane*

HUGH T. SMITH, P.O. Box 474, Avalon, Santa Catalina Island California 90704 flvbovd.catalinas.nct. 48, to 85. EWR, CHI, SFO, LAX.

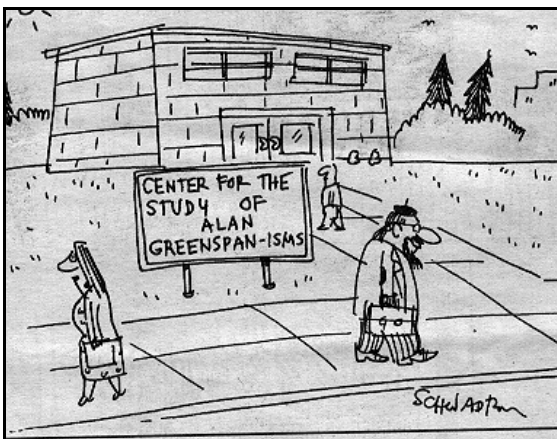
Many thanks to all the RUPA staff and their helpers to make the *RUPANEWS*, enjoyable to us all.

It has been a very happy and healthy year for Marie and I.

Traveling has consisted of flying the C-182 about 100 hours. I was elected Mayor of the City of Avalon, for two more years on April 11th. This will make 14 years as Mayor and 10 years as a City Councilman. It is a constant challenge which I enjoy, and a rewarding experience.

On my 75th birthday I decided to make a parachute jump. Marie and I flew the C-182 to the Perris Airport in Perris California, the home of the Perris Valley Sky Diving School. I made a tandem skydive. With 21 other divers we boarded a twin engine dash 28 Otter and climbed to 12,500ft. We then jumped and free-fell to 5000 ft, where I pulled the ripcord. I had a small altimeter strapped to my wrist. It took 1 minute to reach 5000 ft and 5 minutes to make a smooth landing back at the Perris Airport, where Marie was waiting for me. It was a great experience and I highly recommend it to one and all. It was something that I have always wanted to do. Now if I could just figure out a way to get a ride into space. Maybe on my 80th birthday we will be able to buy a ride in a spacecraft. We wish all our friends a healthy happy year.

God Bless! Hugh



RICHARD E. STEBBINS—154 Marks Dr, Hollister, CA 95023

Dear Cleve, It's been a year and a half since Dick's stroke and the going continues to be pretty tough. He spends three days a week in the three therapies, occupational, physical and speech. He is walking better, comprehending better, but the right arm has no function at this time.

We don't travel far from home, hopefully that will change and he can be up in the wild blue yonder again. We have had some nice trips to Morro Bay and Monterey, plus we are again on the Party Circuit in Hollister, so life is not dull, but exciting.

Our blessings to you all. *Dorothy Fisher*

PERRY THOMAS, 12784 Madrone Forest Dr. Nevada City, CA95959 530 272 7158

I always thought I would be the last person on this earth to have a heart attack. WRONG! On May 3rd I had a massive heart attack - knocked out cold and woke up 18 hours later and was told I had had open-heart surgery. They had completely rebuilt my heart, laying in 5 by-passes and a new valve. Twenty three days later I was discharged from the hospital and am now at home recuperating a little bit day by day. The Doctor's prognosis is that my heart should now be better than ever for 10 to 15 years. That will take me up to 100 if some of my other parts do not wear out in the meantime. It was all a horrible experience and I do not recommend it to anyone - even with a happy ending! *Well, Perry, we're all glad that the outcome was so benign - take care now, y'heah? Ed.*

DONALD J. URQUHART—2024 E. Haystack Rd, Castle rock, CO 80104

Dear Jock and all, Thanks for the great work you are doing with the *RUPANEWS*!

No real excuse for being two months late except a lot of time spent with Ludene's mother with Alzheimer's disease, and much back and forth to take care of Mom's business in Arizona. She is 90 and still insists on living alone.

No cruises this year. Got to Mexico for a week and two weeks in Hawaii. Put another 9,000 miles on the motorhome.

Have agonized over mentioning the following but feel I need to let everyone know: We have a Tradeswinds Motorhome with Caterpillar engine on a Freightlines chassis. The motorhome has beautiful and high quality material but installation was poorly done. Three trips to the factory where repairs were well done but the 40 plus problems we had did not make for happy camping at times. (Engine and chassis are wonderful) If anyone plans on buying a National RV product, you might want to call me and I will tell you why I wouldn't buy

another one. (I have talked to a couple of owners who are very pleased) 303-688-9552. Also, the Onau Quiet Diesel over the Generac LP generator is worth the \$5,000 difference. It has been nice knowing we will get plenty of electric power even at 10,000 feet with the Onau. (I replaced the Generac last year.)
Sincerely , Don & Ludene

DAVID G. WESTLAKE—PO Box 28, Reeseville, WI 53579

Dear Cleve & Ruparians, I just applied for Social Security payments so I can continue to send the annual \$20. This retirement is so great I wish I'd have thought of it earlier! There is a down side, however, I'm accumulating so many flylines, bits of fur and feathers that I may have to park my camper outside. Lucky, my bride, and I have been traveling some, mostly Ireland and England and usually as revenue Pax. How sweet it is not to wait for your name to be called, (Maybe).

Best news of all this year, our first grandchild, a boy, Connor, was born March 22. Wow, what a "Trip."
Thanks for the continued good work. *Dave*

LLOYD WHITLOW, whitlowkoepp@dellnet.com
Hi Jock from Henderson, Nevada.

Another year of retirement and one year in the new house in Anthem Country Club. The June Las Vegas RUPA lunch will be held in our new Club, which opened on May 13th.

This past April we decided to take a rest from all of the work involved in moving and we booked a cruise on the "Song of Flower". We selected this cruise ship because all tours, liquor, gratuities were included, it also only carries 180 people and they have open seating for meals. The other reason for selecting this cruise was one of the tours was a charter flight from Bombay to Agra, the site of the Taj Mahal. This flight was some experience on India Airline on an A-320, it definitely was not up to UAL standards!!!

We lucked out on all of the UAL flights by getting First Class on all flights, both aircraft had the new sleeper seats, very nice! Our only problem was getting out of Dubai, UAE, which is where we disembarked, this was their high season, and both British Airways and Lufthansa were fully booked and there was no chance of getting out on our reduced price tickets, but on checking with British Airways they did have five seats open in Business Class on the day we wanted to leave, so this cost us full fare.

The British Airways flight from Dubai to Heathrow was on a 777, and I was invited to ride in the cockpit for both takeoff and landing, this is some aircraft, I can see why my son, Bill, likes flying the 777.

As one can see, this has been a very busy year, and it is

not over yet. Our next cruise is from Copenhagen to New York. The main reason for selecting this cruise is it goes to Iceland, Greenland, and Newfoundland. And last, but not least, will be the RUPA cruise in November.

Until next year!
Lloyd Whitlow

HUGH M WILSON Fallbrook, CA 46-81 MDW-LGA-LAX-EWR-JFK-LAX

Dear Jock and all

Another year older. Helen and I are doing quite well, though I have used medicare the past year more than ever before.

We haven't done all that much travel the past year. When we have used our UAL passes we generally get on the trips we want, except for the last time when there were quite a few cancellations due to crew shortage or whatever.

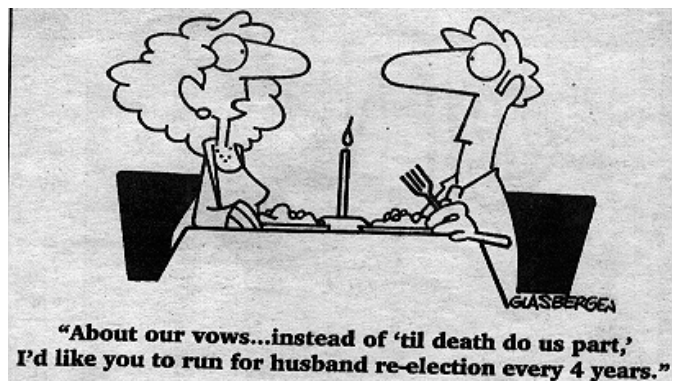
We went to my 61st high school reunion in Eureka, CA a couple of weeks ago. the years 39,40,41 were combined, so there was a pretty good turnout.

I continue to fly about 25 hours a month, flight instructing or going someplace in our 182.

I will try E mail again this year. I don't think the one sent last year got printed. Check was sent to Cleve.

Best regards, Hugh

I probably didn't receive it—or, possibly, it might have been one of the messages that I couldn't recover, being in some obscure text. I much prefer straight emails, such are your latest, because the more one has to use translation software, the more, it seems, the likelihood of pieces dropping off the message. HTML files, for some reason, are prone to mistranslate—probably because they fight my attempts to change their already formatted layout. All the more reason for my electronic correspondents to stick to simple ASCII email, and let me reformat as I wish. Oh, and while I'm carping about such matters, please, when you send changes of email address to your friends etc., stop coyly leaving off who you are—we're not mind readers. Ed



DEHYDRATION

Few of us are drinking enough water ...and we're jeopardizing our health

Susan M. Kleiner, PhD, RD, University of Washington

If you care about healthful eating, chances are you're getting enough protein, fiber, vitamins, minerals and antioxidants. But you may be forgetting the most important item of all - water.

Water accounts for 60% of body weight and is vital for all body functions. It's used to generate energy ... propel nerve impulses ...drive muscle contractions. You cannot function at peak capacity without enough water. Yet one third of all Americans suffer from chronic dehydration.

Over time, even mild dehydration poses numerous health risks. These include...

Cancer. Low fluid consumption is associated with increased risk for colon, breast and urinary tract cancers. In a recent study, risk for colon cancer was substantially lower in women who drank more than five glasses of water daily than in those who drank two or fewer glasses.

Kidney stones. About 15% of people develop kidney stones at least once in their lives. Dehydration promotes the process, concentrating in kidneys the calcium salts and other compounds that constitute stones. One recent study showed that individuals with a history of kidney stones could reduce the risk for recurrence by 15% just by drinking at least four more cups of water daily.

Diminished coordination and thinking. Without enough water, hand eye coordination falters and reaction time slows. The mind is less nimble, and short-term memory flags.

Many older people who consult a doctor fearing dementia may actually be suffering from dehydration.

Medication problems. Dehydration concentrates drugs in the body, effectively raising the doses. This increases the risk for side effects and toxicity.

Constipation. Dehydration hardens stools and makes them difficult to pass.

HOW MUCH WATER IS NEEDED?

You don't have to run marathons to risk dehydration. You lose water continuously simply through respiration, perspiration, and excretion.

Trap: Thirst is a poor indicator of dehydration, particularly in children and people over age 60. By the time thirst sets in, you have already lost 2% of your body's weight in water.

Signs of dehydration that you may notice are a slight headache ...dry eyes ...a burning sensation in the stomach ...and fatigue.

Helpful: Check your urine. Unless you've just taken vitamins, it should be odorless and nearly colorless -

no darker than straw.

Some water is replenished through the food you eat, especially if your diet is rich in fruits and vegetables. But that's not nearly enough to replace all the water you lose daily. For that, you need to drink at least 64 ounces of water - eight cups a day.

WHAT SHOULD YOU DRINK?

Milk and fruit juice supply water. But they can also pack a lot of extra calories.

If you favor these drinks, choose low-fat milk and no added juices. But make sure at least five of your daily servings are pure water. Caffeinated and alcoholic beverages do not count toward your daily water intake. They flush out some of the fluid they supply. Offset each caffeinated or alcoholic beverage with one cup of water.

Increase your daily water consumption by at least an extra two cups if you ...

...consume a high fiber diet .

...take diuretics .

...live at a high altitude or in a very dry or hot climate .

...are pregnant or nursing .

...are dieting to lose weight .

... are traveling.

If you exercise vigorously for 15 minutes or more, your need for extra water is even greater.

The American College of Sports Medicine recommends that you drink 16 ounces of liquid two hours before exercise.... Four to eight every 15 minutes while you are exercising.... And at least 16 ounces after exercise.

Caution: Endurance athletes who exercise for more than one hour may need replacement drinks such as Gatorade or All Sport. These supply minerals and carbohydrates along with water.

HOW TO DRINK

Get in the habit of drinking throughout the day.

Ideal schedule: Two glasses of water after waking, to replace what was lost during sleep. Divvy up the rest of your quota throughout the day ...in midmorning ...at lunch ...in place of a late afternoon coffee break ...and at dinner.

Make it easy to maintain your intake. Keep a pitcher of water at work. Carry a water bottle. Place a carafe on your bedside table.

Water "overdose" is a potential problem only for those with an illness causing fluid retention, such as kidney or liver disease or congestive heart failure. Consult your doctor in that case.

In general, the only side effect of drinking more water is an extra trip or two per day to the bathroom. That's a sign you're doing it right.

Bottom Line Health March 2000

MEDICARE SIGN-UP

We were sent the following article by member Ted Wilkinson of Denver. He was worried lest some members miss the boat on this matter. Well, we do have some members who flew past 60, so it might be appropriate for them to check this out. Also, we did have one member who ruefully wrote us explaining the cost to him of neglecting to take out Medicare part B coverage when he did sign up for Medicare. If any reader thinks some of this may apply to him - do something about it right away! Ed

Medicare-eligible seniors must check plan before it's too late

By Kathy Kristof

Gloria Moebes is one of millions of workers who are changing the way Americans look at retirement. When she turned 65 last year, she didn't even think about retiring. She's a bookkeeper at an accounting firm in Fresno, Calif., and loves her work.

However, she has a warning for other working seniors: Check your health plan before you turn 65 and then call the Social Security Administration about your Medicare benefits. There's a chance that your health plan will drop your coverage on your birthday, even if you don't sign up for Medicare. That can leave you without any health coverage and with potential Medicare penalties.

This very glitch cost Moebes \$500. And, had she and her employer not been so aggressive, it easily could have cost her considerably more.

"This information needs to be out there," she says. "It's like it's some sort of secret. You never hear about these rules until it's too late."

Moebes' story started innocently enough. She went to the doctor last spring for a regular checkup and submitted the bill to her insurer. The health plan denied the claim, informing Moebes that her coverage had been dropped on her 65th birthday because she then qualified for Medicare.

Never mind that Moebes hadn't signed up. Moebes had the ability to sign up for Medicare, so her group plan had the ability to drop her. Rotten luck, she thought. She paid \$500 in doctor's and lab fees out of her own pocket and quickly called to sign up for Medicare. The news got worse.

"When I called Social Security (which administers the Medicare program), the woman scolded me for not having called them when I turned age 65," she says. "She told me that since I didn't sign up for Medicare at age 65, I would be penalized on my future premiums by having to pay an extra 10 percent. Also, I missed the enrollment period, so I wouldn't be able to sign up until January. And then I wouldn't be covered until July."

That would leave Moebes without any health coverage for 13 months. And, she'd have to pay about \$5 per month, or \$60 per year, more for Medicare Part B premiums than people who signed up more promptly. That penalty promised to rise annually.

As it turns out, two different federal laws can combine to create this problem for people who opt to work after age 65.

The first law is the Employee Retirement Income Security Act, or ERISA, which governs company health plans. This law allows company plans to coordinate coverage with government insurance programs, including Medicare. In a nutshell, that means plans can cancel your health coverage when you qualify for government coverage under Medicare, says Gloria Della, a spokesman for the Department of Labor's pension and welfare benefits department.

Meanwhile, Medicare has rules of its own. You have seven months surrounding your birthday to sign up the three months before your birthday, the month of your birthday, and three months after. If you don't sign up during that time, you can be subject to a waiting period and higher monthly Medicare premiums as Moebes can attest.

The reason: Some people don't sign up for Medicare Part B until they become sick because there's a monthly premium, says Leslie Walker, a spokesman for the Social Security Administration in San Francisco. By the time they do sign up, they are considerably sicker than the average Medicare beneficiary. To prevent Medicare from becoming the health insurer of last resort, the system discourages late signups with a penalty premium rate.

For each year after your 65th birthday that you wait to sign up, you pay 10 percent more in premiums.

Moreover, Medicare only allows one "open enrollment" period for late signups. That's in January. Coverage starts the following July.

However, in cases like Moebes', there is an out. Medicare has a "special enrollment period" specifically designed for people who didn't sign up during the normal enrollment period because they were working and covered by a group health plan. If you qualify for the special enrollment period, your Medicare coverage starts right away and the premium penalty is waived, Walker notes.

Unfortunately, you may need to know about it to get it. Although Social Security sent Moebes a host of booklets about her benefits, none of them mentioned the special enrollment period. She didn't find out about it until her boss, outraged at what happened, complained to his congressman on Moebes' behalf.

Moebes called the agency again and asked specifically

if she qualified.

"Then, they're real helpful and said I could sign up for Medicare right away," Moebes fumes. "It (the special enrollment period) was not mentioned in anything that I had received at that time. Was it a secret? How are you supposed to know to ask for it, if you don't know anything about it?"

Kathy Kristof is a personal finance columnist for the Los Angeles Times.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE

Since many people are alone when they suffer a heart attack, this article seems in order. Ed

Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a phone and, between breaths, call for help.

Tell as many other people as possible about this, it could save their lives!

--from *Health Cares, Rochester General Hospital*

Is it true that mint can help destroy gallstones?

In England, gallstones are often treated with an over-the-counter mint preparation called *Rowachol*. In a recent study, 42% of gallbladder patients who took *Rowachol* were stone free after four years, compared with 73% of those who took *Rowachol* plus a stone dissolving prescription drug, which can cause diarrhea and liver damage. *Rowachol* is hard to find in the US. Instead, ask your doctor about taking one or two enteric coated 0.2 ml peppermint oil capsules three times daily, with meals. The capsules are sold in health food stores.

Melvyn R Werbach, MD, a physician in private practice in Tarzana, California. He is the author of Nutritional Influences on Illness (third Line Press)

Bottom Line Health July 2000



WHERE HAVE ALL THE GRANDMA'S GONE?

*In the dim and distant past
When life's tempo wasn't so fast,
Grandma used to rock and knit,
Crochet, tat and baby sit.
When the kids were in a jam,
They could always call on Gram.*

*But today she's in the gym
Exercising to keep slim.
She's checking the web or surfing the net,
Sending some e-mail or placing a bet.
Nothing seems to stop or block her,
Now that Grandma's off her rocker.*

LATE CRUISE NEWS: Your committee has, it is hoped, reached an agreement with the San Diego Sheraton Marina for an as yet unnumbered amount of rooms for the night before the cruise at \$125. Details will be forthcoming in the next issue of *RUPANEWS*.

OBITUARIES

LOUISE FLORENCE COUPLES

Louise Couples, widow of the late Capt. Red Couples who was #1 on the Capital seniority list for some time. *E.K. Williams*

From *Leesburg Today*, Leesburg, Virginia.

May 16, 2000 -- Louise Florence Couples, 93, of Falls Church, died May 16 at Loudoun Hospital Center. She was a homemaker. Mrs. Couples is survived by her daughter Sandra Givens of Falls Church; sister Katherine Pierman of Silver Spring, MD; grandchildren Linda Boris of Rochester, NY and Jennifer Koch of Sterling; and four great-grandchildren.

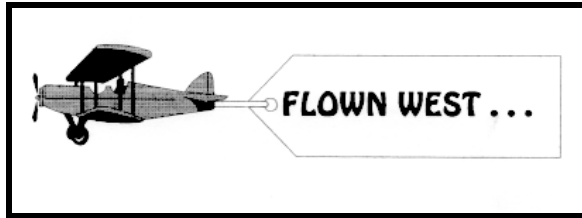
A memorial service officiated by Rev. Christine Suerdieck will be held at a later date. Interment will be at National Memorial Park in Falls Church. Memorial contributions may be made to Sleepy Hollow United Methodist Church, 3439 Sleepy Hollow Road, Falls Church.

JAN HOBBS 4N033 Thornly Rd, St. Charles, IL 60174

Sadly, I must tell you that my wife and friend Jan died this past December after a seven-month battle with cancer.

I met Jan in 1960 when she was a "Stew" fresh out of Cheyenne. We were married two years later and had a wonderful time being part of the United Family.

Regards and thanks to all who work on the newsletter.
P. Ken Hobbs



TOM YOUNG*

MIAFO

7 JUNE 2000

JAMES "BURT" SUMRAL*

DENFO

11 JUNE 2000

***NONMEMBER**



HIGH FLIGHT

By John Gillespie Magee, Jr.

**Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered
wings;**

**Sunward I've climbed, and joined the tum-
bling 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 windswept 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.**

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 2nd Mon. SW FL Outlaws – *Summer Break* – 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds – *Miles Grant CC* – 561-747-2796
2nd Tue. LAS High Rollers – *Summer Break* – 702-658-6168
2nd Thu. SE FL Gold Coast – *Summer Break* – 561-272-1860
2nd Fri. PHX Roadrunners – *Summer Break*— Litchfield Park – 480-948-1612
3rd Tue. DEN Good Ole Boys – *Country Buffet* - 303-279-4348
3rd Thu. LAX – *Hacienda*, (Even Mth.) *Billingsley's* (Odd) - 310-373-2283
3rd Thu. Ohio Northcoasters – *TJ's Wooster* (Always coed.). 330-262-5811
3rd Thu. SEA Gooneybirds – *Airport Marriott.* – 206-242-1242
3rd Thu. TPA Sundowners – *Countryside CC.* (odd mths. Stag) 727-785-5971

Other Events

- 15 JUL Barnard BBQ – Ojai – 310-645-2260
9 AUG RUPA Potluck Picnic, Palo Alto Elks— 650-349-6590
16 SEP ALPA Co 11 Retirement Party Radisson Alexandria
26 OCT NY Skyscrapers Lunch, *Moreno's*, Greenwich, CT
27 OCT ALPA Co 12 Retirement Party, O'Hare Westin
3 NOV RUPA Cruise – Mexican Riviera – 800-966-6007

Deadline: Always the second last Wednesday of the month.

Mailing AKA Folders & Stuffers: Always the first Wednesday of the month

Aug Deadline – 19 July

Folder's & Stuffer's – 3 Aug



PERIODICALS

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