



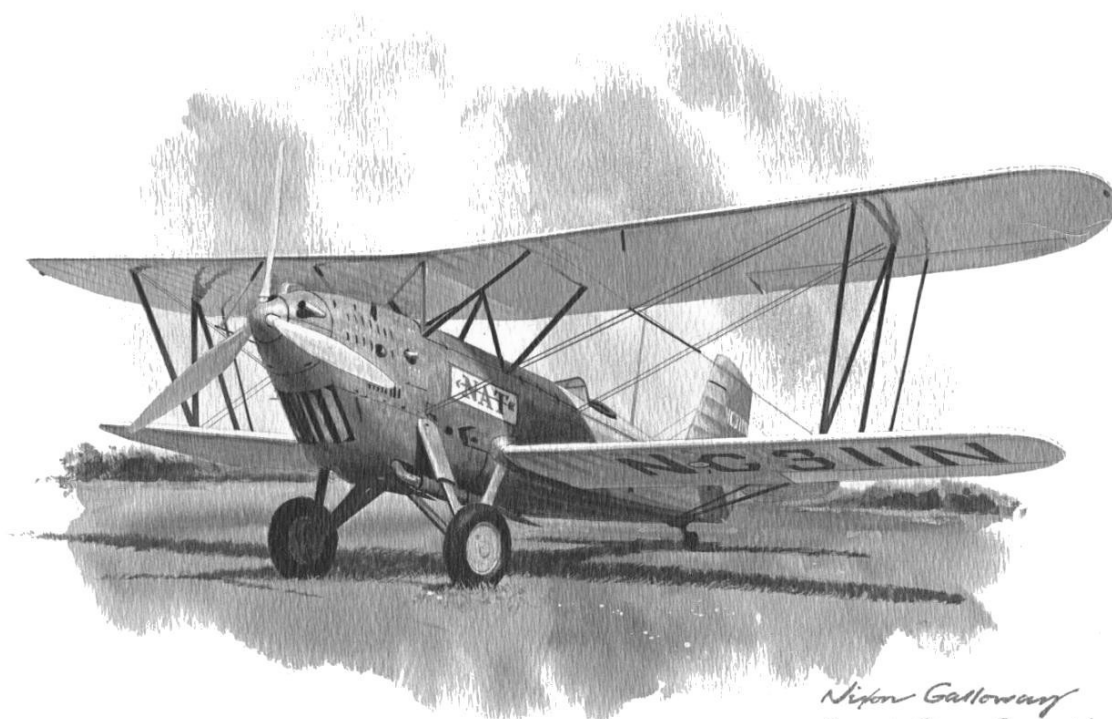
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 9

(Journal 518)

September, 2002



Nixon Galloway
CURTISS CARRIER PIGEON, MODEL 2
1929 - 1930

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RUPANEWS

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Also

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

INFORMATION about Membership & Postage Fees:

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Send all donations for the United Pilots Foundation to:

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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

ATTENTION***ATTENTION*****ATTENTION**

It won't be long before we submit the next issue of the active member Directory to the printer. Please check and make sure that the information about you listed in the 2002 issue is correct and advise me of any corrections that are necessary. I can be reached by any of the methods listed above. *Cleve*

United Airlines Historical Foundation Web Site

United Airlines Historical Foundation (UAHF) now has a direct link to its web site from SkyNet. On SkyNet's home page, click on "About United" in the upper left corner, and select United Airlines Historical Foundation.

UAHF is an independent, non-profit association of active and retired employees who are dedicated to preserving the history and heritage of United. The foundation is currently engaged in "save the Swallow", to restore one of the few remaining original Swallow mail planes to flying condition.

UAHF invites employees and retirees to enjoy its web site and become a "friend" of the foundation.

PRESIDENT'S MESSAGE

UNITED BANKRUPTCY AND CHICKEN LITTLE

There has been a lot in the news these last few days about the possibility of United declaring bankruptcy. At the time of this writing (August 21) there is much speculation as to whether this is just rhetoric to frighten the working troops into giving up more concessions or it is in fact a possibility. If my memory serves me right, the Company has frittered away about 7 Billion dollars in the last three years. The numbers and the time may not be correct but the fact is a lot of money went out the corporate doors on the U.S. Air debacle, the executive jet charter company, *Avolar*, and the rush to placate the employees over past wage inequities.

There is no doubt that United is losing a lot of money. They and the rest of the major carriers are facing very hard times. So, how would Bankruptcy affect us?

I've contacted the United Benefits Center; they have no answer despite receiving hundreds of like calls. I've talked with lawyers, accountants, and the UAL MEC. And this is my conclusion. It may not be all that bad for us as retirees. Bankruptcy does not mean the cessation of operations and the curtailment of all benefits. What it does do is give the Company relief from its creditors.

If the Company files for reorganization, all retirement benefits and welfare plans remain in effect. It is not until the Company invokes Section 1113 of the Bankruptcy code that reductions can come into play. The Company must first present to ALPA a proposal that provides for the modification of our benefits, which is necessary for them to reorganize and treats all affected parties fairly and equitably. If the parties are unable to agree on modifications, the bankruptcy court may approve the Company's rejection of the agreement if the bankruptcy court finds that; the company made a qualifying proposal to ALPA, and ALPA refused to accept the proposal without good cause, and fairness clearly favors rejection.

Of all the unions, ALPA has been the one that has taken a leadership role assisting the Company during these times. You must remember that the retirement benefits of the active pilots are at stake also.

So, is the sky falling? Maybe not. It may have been just a seed.

Remember this was written by an eternal optimist, I once gave money to Barry Marlin.

"Nuff said."

The San Francisco annual RUPA Picnic was a mega success. About 110 were in attendance at the Palo Alto Elks Club picnic grounds. A big thanks to Milt Jines and all who helped to set it up. Fraternally, *Rich*

About the Cover: Curtiss "Carrier Pigeon II"

The Curtiss Carrier Pigeon I was a box-like structure that featured interchangeable upper and lower wing panels and horizontal and vertical tail surfaces. Powered by the war surplus 600 h.p. "Liberty" engine, the Pigeon looked about as airworthy as a steamer trunk.

The Carrier Pigeon Model II was indeed a "beauty" when compared to the "beast" Model I. Except for the name and size, the only point of resemblance was the fact that they were both biplanes and built by Curtiss. The big Model II was powered by a geared-down 12 cylinder V-type "Conqueror" engine built by Curtiss—the same 600 h.p. engine that powered the earlier Falcon.

The 34-foot fuselage was built in three different sections and bolted together. The forward section was metal paneled aft to the cockpit.

The upper wing span was nearly 48 feet and the total wing area was 553 square feet—comprising nearly *100 feet of wing*. At cruising speed of about 125 m.p.h. the Model II's range was nearly 600 miles.

National Air Transport purchased the only three Model II's built to add to the fleet of all-mail Curtiss Falcons and new Boeing "Ninety-Fives."

Technical Data:

Power Plant: 600 h.p. Curtiss 12 cylinder V-type "Conqueror" geared down 2-1

| | | | |
|------------------|------------|-----------------|------------|
| Upper Wing Span: | 47'6" | Payload: | 2,022 lbs. |
| Lower Wing Span: | 43'6" | Max. Speed: | 150 m.p.h. |
| Length: | 34'6" | Cruising Speed: | 123 m.p.h. |
| Height: | 13'4" | Range: | 590 miles |
| Gross Weight: | 7,600 lbs. | | |

EDITOR'S NOTES

This note belongs to the "small world" section. In the July issue, I wrote of how I revised the poem *High Flight* to agree with the version approved by the editors of the Library of Congress, so as to provide the most accurate rendition available for those who use our copy as a template for remembrance purposes. Well, as they say, the road to hell is paved with good intentions. About two weeks after that issue hit the streets, I received an email from, of all people, the brother of the author, which I reprint in whole with his permission.

Dear Mr. Savage,

My wife and I recently flew to San Francisco on United Airlines. As I always try to do, I give copies of my brother's famous poem, *High Flight*, and always take some extra for the crew in case they would like to have one. (The pilots, I mean).

I can assure you that the correct words are "Where never lark or *even* eagle flew! One of the stewardesses sent me a copy of *RUPANEWS*. When I get a chance, I will send you a copy of *High Flight* in a beautifully "illuminated" form, the same as I hand out on our flights.

Sincerely yours, David B. Magee, Formerly 1st. Lieut., Army Air Corps

This initiated a pleasant correspondence, in the course of which I agreed that no one should know a person's handwriting better than his kin, and, on the authority of David Magee, am changing *ever* back to the correct *even*. So, gentle readers, you now have access to a copy of the famous poem, which has the personal imprimatur of the author's oldest surviving brother (now 77). Oh, and the illuminated copy looks very well, framed on my office wall, along with a copy of the autographed copy carried to the moon on Apollo 15 by Jim Irwin, my thanks to David Magee. Perks of the job, I guess.

As this issue goes to press, the BOD will be meeting to discuss, mainly, I'd guess, the possible ramifications of any bankruptcy, should United Airlines declare it. Anything said in advance of any action or inaction would be mere speculation, so all I can do is repeat Oliver Cromwell's adjuration on crossing a river before a battle to "Trust in God, but keep your powder dry." as I hope the active pilots do.

RUPA is a fraternal organization which is not set up to protect the fiscal interests of our members – for one thing, we don't charge a percentage of your pension to fund the various things that unions do, and I don't know of anyone who would go to bat for the organization without legal protection against being sued by an ungrateful member (it does happen!).

Those who have not yet read Doug Wilsman's article about the ramifications of possible bankruptcy on our A fund, are well advised to do so, I think that our older members will find it reassuring. It is available on our RUPA website, and Doug advises that he will be updating it with his latest information by the time this issue goes to press. Those without computers should go to their local library and have them go to www.rupa.org then go to the *pensions* button on the front page to access and print the Wilsman piece. Ed.

DANA POINT RUPA LUNCH

Wind and Sea Restaurant, Dana Point Harbor

Boisterous Group this day!!... Without a doubt, the health of UAL was the top of all our interest! Yes, Pensions have our attention!. Tony Testa brought a few copies of Doug Wilsman's Pension Benefit Security letter dated of 7/20/02. The words "distress terminated" and the fact of PBGC the Pension Benefit Guaranty Corporation, a federal agency, taking over is not a comfortable outlook.

Bill Meyer was expected but .. well I guess he was out flying his beautiful Bucker Jungmeister. *Aviation & Business Journal*, of July 2002, did a nice article on the Bucker Fly-in 2002 at Santa Paula Airport. They included a great picture of a grinning Bill and his Bucker #515 Whiskey. (put an umlaut over the" u "and it sounds better).

Carlos Bernhard got over to Krakow, Poland, just ahead of the Pope's visit, to fly a friend's Wilga, a 4-place high-wing tail-dragger with a 300 hp engine. They are still making them in Poland. Sounds like a reason to go to Poland.

Bruce Dunkle brought a great picture book of he and his wife's recent trip on the *Noordam* from Copenhagen to St. Petersburg with side trips to Berlin, London and the Duxford Museum.

John Grant brought up the Marana Air Carrier Storage near Tucson. A very nostalgic moment when he came across a very tired looking 747-100 tail #263 that he had flown with UAL.

Bill Rolling said his Auto Pilot for his boat took a trip to England, to get repaired. Next time he is going with it.

On deck, under the blue umbrellas, were Jerry Grubaugh, Ed Krieger, Bill Rollins, John Grant, Ted Simmons, Tony Testa, Bob Dusair, Park Ames, Earl McKenzie, Pete Hansen, Jerry Meyer Bruce Dunkle, Ed Judd and Carlos Bernhard. Next meeting September 17. *Ted*

DENVER GOOD OLE BOYS LUNCHEON

Dick Wagner, Golden, Colorado; 20 August 2002

We had 27 "Good Ole Boys" at today's luncheon, a much better turnout than the nine we had last month.

Capt. Ted M. Wilkinson has kindly volunteered as our new Denver Representative. After 15 years, I get a break. Thanks for the ride as most of the time, it was very enjoyable. So, please, Jock, list his name in the RUPA News along with his telephone: 303-364-1565 and e-mail address: tmwilki@aol.com.

We meet the 3rd Tuesday of the month, 1130 hrs at American Legion, Post #1, I-25 & Yale, one block east on Yale, south side. Our next luncheons are: Sept 17 & Oct 15. Visitors are always welcome. Lunch is \$12.00, tip included. Those present:

R. O. Stewart, Russ Wright, Dick Wagner, Bill Hoygaard, Ted Wilkinson, Bill Bates, Al Snook, Jim Krasno, Pat Murphy, Wayne Satterfield, John Thielen, Bob Rohe, Maury Mahoney, Gary Gore, Mike O. Williams, Russ Ward, Curly Baker, Ralph Wright, Bob Blessin, Babe James, Dewey Searle, Jack Turner, H.W. Reid, Tom Gordon, Jim Harris, Ed Schumacher, Bill Fife.

LAX LUNCHEON

Thirty-six members and guests met for the August 15 lunch at the Hacienda. Arvi von Nordenflycht and Bob Bell shared on United's woes. Carl Wheeler was a guest of the Hansons. He is a former Army flight instructor and a boyhood friend of Jack's from the early 1900s.

Also attending were Diane Bell, Sue von Nordenflycht, Walt Bohl, Jim Turner, Gerry Beyer, Edna & Lee Cameron, Don Krueger, Mel Heflinger, Dave Tank, Ron Matsuda, Mike Kendel, Tom Reidt, Pat & George Krosse, Wayne Henderson, Margaret & Charlie Barnard, Joyann & Jack Moore, Hilda & Herb Goodrich, Bob Raab, Ken Williams, Gene Gawenda, Sue Tyree, Shirley & Jack Hanson, Carl Wheeler, Trudy Ann Buck & Norm Marchment, Walt Albright, Linda & Rex May.

Ron Matsuda is a recent retiree and has attended the last two lunches. He drives all the way from Apple Valley. So if you don't attend, what's your excuse? Cheers, *Rex* wreaksmay@aol.com

NEW YORK SKYSCRAPERS FALL COED LUNCHEON

The pilots of the greater New York Area will meet on Tuesday October 8th, 2002 at *Manero's Restaurant*, Greenwich, CT, 2 blocks east of I-95 (New England Thruway - CT Exit 3). Refreshments 12 noon, Cash bar luncheon 1pm. Contacts: Ted Garrity, (203)227-0763, George Schnell, (631) 499-5178, Bud Berlinger, (973) 746-3971, Ray Bernosky, (518) 696-5208. **Make reservations before but no later than Friday, October 4th.** *Primary contact - Ted will finalize our head count with the restaurant.

Note this will be a first fall coed luncheon scheduled for the Connecticut meeting. Mark your events schedule and plan on enjoying the splendid fall colors and join the crowd that will be attending. Notices will be forwarded the last week of September as a gentle reminder. If you have not updated your current address with Ray Bernosky, you may have been deleted from the mailing roster. Phone, e-mail or drop a note to Ray and have your name returned to the list of participants. Ray can be reached at (908) 782-3612 or (518) 696-5208, his summer number; e-mail: mailto:rayandpat1@juno.com; U.S. mail 41 Fairview Drive, Flemington, NJ 08822-4535.

NORTH COASTER'S LUNCHEON

We had such a large turnout that we had to move to a bigger room! Must have been all that talk about bankruptcy - or that it was such a nice day to get out and enjoy seeing all our old friends! The usual chatter about family and stuff quieted down as we ate and were fortunate to be addressed by Keith McCormick,

who is a lawyer and an active UAL pilot and Chairman of the Grievance Committee. His views were not optimistic, and he felt that ALPA had bent over backwards in attempting to secure an Economic Recovery Program. The other unions, however, have not yet seen the light and it may be too late!

We then bought him lunch and continued with the routine conversations. Dick Orr, who announced last month that he is 'going to retire' from his leadership role, then reminded us that at the RUPA web site, www.rupa.org, Doug Wilsman wrote a treatise on our retirement benefits, so have at it if you want the best info available on what happens if--?

The Pinter's were there and announced that they will have a date later for their annual Christmas bash. Our resident troubadour and 'geetar' picker, Ken Wheeler, announced several upcoming events: Oct 13 - Hall of Fame Day at Rodger's Auction Barn in Adamsville OH (ask him or Dick Orr for directions) Free! admission! Sat. Oct. 26 a Square Dance in Zanesville. The annual Christmas party for the Columbus UALers will be held as usual at Dyanne Snyder's house in Granville- pot luck dinner, bring a dish- Sat. Dec 14. We had Ed and Judy Rooney with us - up from FL for a wedding, I asked if the RUPA guys still met in Ft. Meyers and Ed said they do - but I haven't seen a report on who's there and what's up for a loong time, come on Monahan!!!

With a promise to do it again next month we adjourned, but not before we congratulated Don Karaiskos, our sometime scribe, on his 'wonderful' birthday letter! Same time and place next month!

The attendee's were: Dick & Jo Anne Orr, Dorothy & Bill Christie (looking well after his heart attack and stent insertion) John & Jo Ann Pinter, Jim & Monica Burrill, Judy & Ed Rooney, Bev & Don Karaiskos, Jack Heiszek, Bill Dillzell (walking well after his son hit him with a golf cart!!) Vic Popelars, Dave Crooks- a first time attendee who lives in Medina and Honolulu, Dan Seiple, Keith McCormick, Ken Wheeler, & me - Ed Griffith

SAN DIEGO LUNCHEON

Present at the luncheon were Hugh Wilson, DOD Trunk and Pete Moper. In spite of just the four us ,we had an very good time . We meet at 1200 each second Tuesday at the *Quails Inn* San Marcus on Rancho CA, Rd. See you next Month. *Bob Bouman*

SEA GOONEY BIRDS AUGUST MEETING

Amid falling stock prices and bankruptcy screams, the Seattle Gooney Birds met. No jokes were told, but camaraderie prevailed.

Dick Swanson and Dave Fahrenbach were welcomed as new members. Jack Brown reported and offered pictures on his visit with Dick Woodin in Alaska (see Jack for the exact mileage and gas consumption for the trip.)

Our thanks to Chuck Westpfahl for his time and effort offering the commemorative 9/11 pins. The fund they represent is an honor to our profession.

Ray Dapp, out of habit, ordered extra tables as needed as the meeting was very well attended for a cloudless 75 degree day in Seattle.

Attending were: Brent Revert, Dick Swanson, Roger Baird, Philo Lund, Fred Sindlinger, Tom Turner, Chuch Westpfahl, Jim Dorsey, Jeff Roberts, Dave Carver, Donn Foreman, Curt Miles, Ray Randall, Russ Stephens, Ken Eckley, Clyde Strauss, Herb Breivik, Fred Hope, Chuck Podhasky, Jack Brown, Howard Holder, Don Anderson, Alan Black, Vince Wormser, Walt Fallon, Harv Beery, Ray Dapp, Ralph Vrtacik, Dick Wiesner, Eric Malm, Don Cunningham,

Dave Fahrenbach, Ray Hull, Vince Evans, Bob Schuck. -- Brent Revert reveille1@earthlink.net

United Airlines Retired Pilots Foundation, Inc.

6400 Shafer Court, Suite #700, Rosemont, IL 60018

“YES” WE ARE FAMILY

I have written several articles lately published in the RUPA and ALPA newsletters attempting to gain a more aggressive level of support for the organization we set up to permit members of our United family who are in need to complete their lives with dignity. Our organization, **“The Retired United Airlines**

Foundation” is your organization. We are all part of the United Airlines family. As United family members we need to stick together to make it possible for our United family members to avoid being made **“Wards of the State”** as one of our pilots and his wife did in Florida.

We just completed our required annual review of people who receive assistance from “Your” UAL Retired Pilots Foundation. I am pleased to report we increased the total amount of grants the foundation provides needy members of our United family.

At the Board of Directors meeting, a problem came to light of which all members of the United Airlines family should be made aware. As a result of the September 11th disaster, donations to the Foundation have been severely reduced and our cash reserve has dripped by over \$42,000.00. The foundation has enough reserve funds available to sustain this level of loss for awhile, but if the negative flow continues to increase there will be a serious problem. Should that occur, our ability to support our family members in need may be in jeopardy. None of us want to see that happen. Remember that those whom we support are some of the very people who fought to provide a worthwhile career for “You.”

The Foundation Board of Directors has concluded this shift of support is due mainly to three factors: the September 11th disaster, the concern of present line pilots for their own job security, and the lack of awareness that there are people in need in our own family. We believe the 9/11 Disaster fund is a worthwhile cause, but it has contributions coming in from millions of people. **We do not**. The number of contributors to the foundation supporting our family (including the dependents of 9/11 pilots) is dropping daily.

We are asking that you convince the working pilots you know to support the Foundation through direct cash contributions or through the regular payroll deduction plan. The deduction would be tax deductible reducing the amount coming out of their pockets by one third or more.

Each of us has been through many up and down economic roller coaster rides, similar to those they are currently going through. The United Airlines Family has always survived. I tell my two kids (who are pilots with United) the jobs are not going away. The logo on their check may change (I personally do not believe that will happen,) and the key thing they need to do is maintain their health, keep enough liquid assets available to last six months, and do everything in your power to help the United Airlines they love get through this crisis.

We all know the costs of living for our recipients will continue to go up. Every indication available to us, makes BOD believe the number of people in need will also go up. Please help us to allow them to live the remainder of their lives in dignity.

I am seeking all the input, advice, and suggestions you can give me to increase the amount and number of donations we receive. This would allow the Foundation to prevent the disasters that occurred to our brothers and sisters on Pan Am, Braniff, Eastern, and elsewhere in the airline industry.

Sincerely, *Clifford R. Sanderson*, President Email: Clifford_sanderson@msn.com

BLUECROSS BLUESHIELD (BCBS)

Dan Jessup 9831 Marine View. Dr. SW, Seattle WA 98136 54/84 SEA (ebbyj@attbi.com)

BlueCross BlueShield (BCBS) continues to make improvements in our medical insurance service. In the past we have seen premiums reduced to a very competitive level, great improvement in the documentation they send to us, plus the introduction of a fine web site allowing us to track progress of our claims.

BCBS now allows those of us over 65, a refinement in the way we submit claims that is most welcome. As we all know, upon becoming Medicare eligible, BCBS changes from our primary to our secondary insurance (Medicare is the primary). In the past this usually meant Preferred Providers could no longer submit our insurance claims to BCBS directly. Instead, our insurance policies stated we were required to forward a document provided by Medicare to BCBS ourselves. There were occasions when strict adherence was overlooked but this could not be counted on. Now, according to a phone conversation I had with BCBS, this policy has changed. We can contact BCBS and request what they call a *CROSS OVER*. At the time we request BCBS to set up Cross Over, we must provide our Medicare number. The process then takes about 8 weeks. When complete, Medicare will automatically submit claims for us to BCBS (saves a lot of rigmarole, time delay, documentation expense, postage and opportunities for error or forgetfulness).

I was delighted to read that Doug Wilsman has volunteered to provide us with information regarding the impact of United Airlines financial situation on our retirement funds. In my opinion, Doug is one of the best Ruparians for such an undertaking and I am grateful he has offered to volunteer his time and effort for us. It was my good fortune to have worked at the same time on the MEC as Doug. I quickly formed the opinion that his thoughts and opinions on any subject were well thought out, thoroughly researched and consistently accurate. Thanks Doug - and thanks to all who make the *RUPANEWS* happen. - *Dan Jessup*
You can view Doug's report on www.rupa.org

UAL INTERNET UPDATE ON POSSIBLE CHAPTER 11 EFFECTS

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

As of 8-21-02, UAL's Intranet <https://united.intranet.ual.com/> has a 3,329-word list of the impacts on active employees of a Chapter 11 bankruptcy. Almost all of it is not germane to retirees, but there are some interesting comments concerning pension plan terminations that are paraphrased below.

The company could seek bankruptcy court approval to terminate the A-plan without the union's consent. The federal Pension Benefit Guarantee Corporation (PBGC) could terminate the plan if it determines that the PBGC's long-term liability will increase unreasonably if the plan is not terminated.

The likelihood of UAL seeking the protection of Chapter 11 is any one's guess, but if it does it is my guess that the A-plan will be terminated either by the action of the court or by the PBGC. Today's total underfunded condition of UAL's various fixed benefit pension plans that cover all its various employee groups is one of UAL's major financial difficulties.

If any of these plans terminate I believe all of them will. If the pilots' plan is terminated for whatever reason, the plan's assets will be taken over by the PBGC, which will reallocate the assets among the participants, approximate 4,300 of whom are receiving monthly benefits today and 9,500 of whom are active or furloughed employees.

The PBGC's reallocation process is extremely complicated. It is described in a 7-page report on the RUPA Website at www.rupa.org *Doug*

Retirees' Health Benefits In Peril

EEOC WANTS TO MAKE POLICY MORE LENIENT FOR EMPLOYERS **By** TRISH NICHOLSON

Retirees age 65 and older could lose employer-sponsored health benefits if the agency that enforces the nation's age bias laws follows through on its intentions.

The Equal Employment Opportunity Commission (EEOC) will propose new regulations on retiree health benefits later this year. The rules would let companies that sponsor such plans cut benefits for Medicare-eligible retirees without violating the Age Discrimination in Employment Act (ADEA).

"The EEOC doesn't have the authority to do that," says Michele Pollak, a legislative representative at AARP. "The EEOC's job is to enforce the ADEA, not to create loopholes for employers to avoid it?"

Last year, in response to employers' concerns, the EEOC revoked a policy that said coverage for Medicare-eligible retirees should be equal in benefits or cost to coverage provided for younger retirees. With medical costs on the rise, some firms were considering slashing benefits for younger retirees or eliminating retiree health benefits altogether in order to comply. "We plan to work with the EEOC, employers and Congress to balance the competing interests of upholding the ADEA while removing disincentives for employers to provide benefits." Pollak says.

AARP Bulletin July—August 2002

RUPANEWS "On-Line" a Security Threat??

A member has expressed his concern that the *RUPANEWS* "on-line" and this site possibly constitute a security breach with respect to ID theft. His email was forwarded to the *RUPA* Board of Directors for comment. The feeling seems to be that there are far easier ways of collecting data needed for illegal activities than browsing through three month old on-line magazines. To cite a few examples: pre-approved credit card

offers, the local phone book, professional directories, catalog mailing lists, any club or organization you belong to, on-line shopping, "cookies" when you visit web sites, vital statistics in the newspapers, anything you throw out with your name and address intact, the list is endless. We have decided that the *RUPANEWS* and the Website shall remain as they are. Please be reminded it is prohibited to use any personal membership data or *RUPA* information, acquired in any manner, from this Web Site, the *RUPANEWS*, the *RUPA* Directory or any *RUPA* source for commercial purposes. (This does include nefarious acts with criminal intent!!)

Now, this news report copied from a San Mateo newspaper:

Identity theft growing problem

WASHINGTON (AP) --- Identity theft may be the nation's fastest-growing crime, but police department funding shortages and turf battles have blocked it from becoming a top crime-fighting priority, a federal study says.

"Because identity theft is still a "nontraditional" crime, some police departments may be unaware of the importance of taking reports of identity theft, much less initiating investigation," according to the General Accounting Office report to Rep. Sam Johnson, R-Texas

Finally, your WebMeister's personal take on the situation-----"Tongue -in-cheek" -- *I have decided to change my name to "Bill Smith", as he has 83 pages on google.com, and 52000 entries on Yahoo!! I could only find 10 pages referencing my name on google, and only 81 entries on Yahoo!! Obviously, I can "hide" better as "Bill Smith"*

NEW CURE?

Our members often write to say how much they enjoy the occasional articles we print on medical subjects, so I keep an eye out for items that may be of general interest (other than prostate – which we've really done to death because of its commonality). One of our members suffered from vascular leg pain so excruciating that he had problems in walking the length of himself. He made it known that was seeking relief through chelation. After some time had passed, I inquired of the results. He informed me that he had had excellent results, upon which notification I requested that he send me what materials he had about the procedure – which he kindly did.

I have selected what I thought to be the most informative of those articles and contrasted it with an opposing view to give some balance to the presentation, which I hope will be of general interest.

*I am obliged to provide the usual boilerplate that one should never undertake any medical intervention without consulting one's own physician first, and that *RUPANEWS* is not qualified to provide medical information other than as reprints of other information. As in all other facets of life – caveat emptor (Let the buyer beware). Ed*

CHELATION THERAPY: PRO

One of medicine's best-kept secrets?

By Gary Null

For 30 years, chelation therapy has been the target of a bare-knuckled attack from nearly every camp in the medical-industrial complex - professional organizations, medical journals, government regulatory boards, and the insurance industry. The reason: It provides a safe, effective, and inexpensive alternative to the drugs and surgery used to treat illnesses such as heart disease. In other words, chelation therapy threatens the viability of some powerful industries, including the multibillion-dollar-a-year cardiovascular and coronary-bypass field.

As long as the attack continues, the human price will be high indeed. Chelation therapy could be offering treatment to millions of people suffering from strokes, cardiovascular disease, Alzheimer's Disease, diabetes, and adverse reactions to environmental pollutants. In one study, people who received chelation therapy had a lower incidence of death from cancer than the general population.

By the sheer will of its practitioners - and the compelling fact that it works-chelation therapy has begun to emerge from the oppressive shadows of the medical establishment. Hundreds of thousands of people have

now undergone therapy and thousands of scientific articles have been written about the process. How does it work? In its most common application, chelation therapy overcomes the arterial clogging that leads to angina in a simple but elegant way. The synthetic amino acid EDTA is infused into the bloodstream; it then travels through the blood vessels and removes toxic heavy metals and deposits of calcium that help form plaque. As the level of plaque decreases, more blood can flow to the heart and body. EDTA also mobilizes the calcium in soft tissues, where it should not be stored, and moves it to the bones. By acting as a calcium channel blocker, it may reduce blood pressure by 10 to 20 points and eventually eliminate the need for medication. It also strengthens bones by increasing their calcium production, thereby providing an indirect treatment for osteoporosis.

Chelation therapy is not only safer than the conventional methods of treating such ailments, but also far more powerful. Drugs and surgery address the symptoms of a disease, while chelation therapy goes directly to its causes and reverses the damaging processes, says John Sessions, M.D., a chelation practitioner.

People with hardening of the arteries often experience an improvement of 90 percent or better from chelation therapy, according to Kirk Morgan, M.D., director of the Morgan Medical Clinic and assistant clinical professor at the University of Louisville in Kentucky. In his treatment of heart patients over the past ten years, some needed 40 treatments to improve while others needed only 10 or 20. "There is increasing evidence," he says, "that chelation using EDTA is a relatively inexpensive, effective, safe, and even preferential but often neglected technique for medical management of cardiovascular and related diseases."

While the effects of bypass surgery are limited to heart functioning, chelation therapy enhances the entire circulatory system by cleansing vessels and organs. Serafina Corsello, a chelation practitioner in Huntington, New York, says kidney vessels often have atherosclerotic plaque that weakens the body's cleansing process before the heart shows symptoms. "By regulating the amount of EDTA and adding vitamin C to repair tissues, the little vessels of the kidneys get cleaned out," she says. "Then we can increase the amount of EDTA and ultimately clean the whole vascular system, the heart, kidneys, liver, pancreas, and brain."

People who are prone to strokes often have poor cerebral circulation, according to one large study. Chelation therapy can help prevent a stroke or lessen its effects by removing calcium and other mineral deposits from the arteries in the neck and head and helping to improve the vital blood flow.

In a retrospective study of 19,000 people with peripheral vascular disease, 82.5 percent of those who received chelation therapy showed substantial improvement, says Albert J. Scarchilli, D.O., of Farmington Hills, Indiana.

"We have seen dramatic results with people who have vascular disease in the legs and who have sores from diabetes or other causes," says Michael Janson, a Cambridge physician and director of the Center for Preventive Medicine on Cape Cod. "Some of them had ulcers that weren't healing for up to a year that started to heal after chelation therapy."

In fact, diabetes responds well to chelation because the disease generally involves the arteries. The therapy may decrease the need for more insulin by opening up the insulin receptors. Pompano Beach, Florida, internist Dan C. Roehm, for example, took one patient off 60 units of insulin after only seven treatments. "I thought this was unusually good," he says.

Chelation may also be effective against a slew of other illnesses, including macular degeneration (a disease that causes blindness and that many ophthalmologists believe untreatable), scleroderma, hypertension, arthritis, Alzheimer's disease, multiple sclerosis, and high cholesterol. And yet, despite the evidence, the medical establishment has maligned chelation therapy ever since articles about the treatment first began to surface. "For several years we have been administering intravenously to patients with advanced occlusive vascular disease 3-5 grams of EDTA. An accumulative experience with several hundred patients has demonstrated that overall relief has been superior to that obtained with other methods," wrote Norman Clarke, M.D., director of research at Detroit's Providence Hospital and a pioneer in EDTA's use in treating heart and circulatory diseases, in a 1960 *American Journal of Cardiology* article. "The treatment of atherosclerotic vascular complications with chelation agent EDTA is supported by a large volume of information," he asserted.

Clarke's research unleashed a vigorous controversy that has continued to this day, raising serious questions:

Is the controversy based on facts about chelation or on a reluctance by medical associations to endorse alternative treatments? If chelation therapy flourishes, after all, costly procedures such as bypass surgery and expensive drugs may be harder to market. "Herein lies the danger," says Corsello. "We are creating less money for the pharmaceutical industry, so why should they love us?"

Indeed, mainstream medicine promotes the use of dangerous drugs and invasive surgery instead of chelation therapy. For example, doctors encourage arthritis patients to use steroid medications, which cause ulcers, osteoporosis, and immune dysfunction, even though they merely eliminate symptoms.

The detractors, for their part, like to portray chelation therapy as a dangerous procedure. Clearly, however, the hazardous treatments are the more conventional ones, such as coronary bypass surgery. The mortality rate for by-pass surgery is about 5 percent a year, and a large percentage of bypass patients may even require additional operations.

"Doctors do not realize that there are phenomenal risks to even the smallest surgical procedures when you're trying to remove or strip off this cemented type of plaque (from blood vessels)," says Chris Calapai, D.O., a member of the American College of Nutrition and professor of family practice at New York College of Osteopathic Medicine. "When you compare the risks from surgery to the absolutely nil possibilities of having adverse re-actions from chelation it almost boggles the mind as to why doctors are constantly pushing for all these surgical modalities before trying something like chelation."

The most enduring myth about chelation is that it damages the kidneys, but studies show it actually improves kidney function. Sessions, for example, has worked with dialysis patients whose kidneys initially functioned at only 5 percent of their capacity. After treatment, he says, "they were able to cut down on their dialysis from three or four times a week to one or two times."

In recent years, chelation has begun to win a few rounds of its own. A precedent-setting state Supreme Court decision in Florida supported a doctor's right to use chelation. In addition, the Food and Drug Administration finally gave the go-ahead to two clinical trials of chelation therapy at the Walter Reed Army Hospital and the Letterman Hospital. Those studies were put on hold when funding dried up (and a pharmaceutical company backer pulled its promised support), but as more and more people turn to alternative treatments, and evidence mounts of chelation's effectiveness, another source of funding may come forward to complete the studies. If the findings are positive, EDTA may be approved for more uses, and insurance companies would begin to cover the procedure, making chelation therapy available to millions of Americans. And it wouldn't be a moment too soon.

OMNI .NOVEMBER 1993

Chelation Therapy For Heart Disease? Con

"Reverse symptoms of hardening of the arteries."

"Prevent "heart attacks, strokes, leg pain, and gangrene."

"Effective alternative to bypass surgery or angioplasty and stents."

"Effective in 70-90 percent of patients."

Claims like these, found on the web sites of clinics and practitioners who offer chelation therapy to treat heart and blood vessel disease, seem to be drawing customers. It's estimated that several hundred thousand people a year in the U.S. undergo chelation therapy for heart disease, paying a non-reimbursible \$3,000 to \$4,000 for 20 or more intravenous treatments with a drug that removes minerals and heavy metals from the blood.

In 1998 the Federal Trade Commission stopped the American College for Advancement in Medicine from making advertising claims that chelation therapy effectively treats heart disease unless it could provide reliable scientific evidence to back up those claims. We've analyzed the relevant studies -including a recent clinical trial in the journal of the American Medical Association (JAMA)-to see whether they support the claims of chelation practitioners.

Heavy-Metal Cleanser

Chelation therapy involves intravenous administration of a drug called ethylene diamine tetra-acetic acid (EDTA), which removes substances such as lead, iron, copper, and calcium from the blood. The Food and

Drug Administration approved EDTA for use in treating lead poisoning and toxicity from other heavy metals.

The drug's use in coronary heart disease is posited on the fact that the fatty deposits on the artery walls that occur in atherosclerosis contain small amounts of calcium. Research suggests that calcium levels within the coronary arteries correlate with the extent of the blockage. In theory, EDTA could fight heart disease by scouring out that calcium and thus removing plaque, but there's no evidence that, in fact, removing calcium improves coronary blood flow, let alone reduces the risk of having a heart attack.

Proponents of chelation therapy also argue that EDTA can protect the arteries by reducing the amount of iron, which creates potentially tissue-damaging free radicals in the bloodstream. But the evidence is mixed about whether high blood levels of iron contribute to coronary heart disease. And some evidence suggests that EDTA may actually increase the amount of free radicals in the blood.

A recent double blind, randomized, placebo-controlled clinical trial, published in JAMA, found that chelation therapy had no beneficial effect on patients with stable angina, or chest pain caused by clogged coronary arteries. Researchers at the University of Calgary gave 84 patients either an intravenous placebo or chelation therapy for six months. Chelation-therapy recipients did no better on treadmill stress tests, which measure the heart's response to exercise, and rated their quality of life no higher than volunteers who received the placebo.

Recent evaluations of other studies - notably a review by the chair of the department of complementary medicine at the University of Exeter in England - have found no reliable evidence that chelation therapy is of benefit for coronary heart disease.

Lacking such evidence, advocates for chelation therapy have relied heavily on patient testimonials. However, the severity of angina in individuals often fluctuates widely without any treatment at all. So "if someone gets better, it may not be the treatment," says D. George Wyse, M.D., Ph.D., a director of the Calgary studies. "You won't know that until you do a proper test."

How Risky?

The potential risks of chelation therapy also concern many researchers. Irregular heartbeats, convulsions, dangerously low blood pressure, kidney failure, and several deaths have been attributed to EDTA. Proponents assert that such risks are overblown, and point out that no deaths or serious injuries have been reported since new guidelines on administering the drug were issued more than a decade ago.

The National Institutes of Health (NIH) concedes that the rationale behind chelation therapy for coronary heart disease may have some validity, but points out that well-controlled scientific evidence is lacking. The NIH is planning a five-year multicenter clinical trial large enough to conclusively evaluate the treatment's safety and efficacy.

- The American Heart Association. For information on proven treatments for heart disease, call 800-242-8721 or visit www.americanheart.org.
- National Heart, Lung, and Blood Institute. For general information on cardiovascular disease, call the NHLBI's Health Information Center, 301-592-8573 Mon.-Fri., 9 a.m. to 5 p.m. EST; or visit www.nhlbi.nih.gov

Meanwhile, Consumers Union's medical consultants say that the expense, inconvenience, and possible risks of chelation therapy clearly outweigh current evidence that it can effectively treat coronary heart disease. Mainstream medical treatments, such as improving diet and exercise, stopping smoking, taking medications, or undergoing angioplasty or coronary bypass surgery, can effectively decrease the risk of heart attack for most people.

AUGUST 2002 • CONSUMER REPORTS ON HEALTH

ABOUT THE OAK LEAF CLUSTERS ON CAPTAINS' HATS

My research on the Captain's hat (the Oak Leaf Clusters on the brim) says that it comes from the ancient Greeks and Romans wearing oak [*or laurel*] leaf wreaths on their heads...which indicated "WITH HONORS". I am sure you have heard other translations by now, but it DOES NOT indicate "bird-s__ _"!

Sincerely, *Bob Odgers*

LETTERS

JOHN L. BACZYNSKI—4 Romero Ct, Novato, CA 94945

Dear Jock: Coming up on my 7th year of retirement; my how time does fly. This will be a short one; it would otherwise be a repeat of what everyone else has said.

Di and I are both still in reasonably good health and generally doing pretty much the same as everyone else - wondering where the company is going next. Watching two ESOPs go down the tubes in one career is enough to make me feel much better about retirement.

Again, thanks to all the guys and gals who make RUPANEWS work. *John*

ROBERT J. BARDEN—2620 2nd Ave. Unit 6C, Sand Diego, CA 92103

Dear Cleve & Rose, I am still alone in SAN and miss my wife of 50 years. My health is reasonable considering a knee and hip replacement.

I still travel every chance I get. April in BKK Thailand for the wedding of son Peter to a lovely Thai girl he met in PDX where she works as a translator. Very traditional Thai wedding.

June in TPE Taiwan for wedding of son Thomas to a lovely Chinese girl he met in LAX where she works bond air freight. Both sons are United! and how they do use those travel benefits.

Enjoy the RUPANEWS very much and look forward to each issue. Thanks to those few who do so much for so many. Regards and good health, *Robert*

CHARLES D. BARNARD—5410 Bedford Ave, Los Angeles, CA 90056

We took an around the Hawaiian Islands cruise in April. The cruise ship was a foreign carrier, and had to make an out of the country stop before returning to Honolulu. The cruise line chose Fanning Island, Republic of Kiribati, which is a day and a half sail south of Hilo. It is an coral atoll, 10 miles in circumference, and 10 feet high. There are 1,500 people living on it, but they have no running water, no electricity, no phones or television. The ship couldn't anchor for the sea is too deep, so it "hovered" while we were ashore.

When researching material for a new issue of the

Dragon, a newsletter for our grandchildren, I discovered that a National Air Transport (predecessor of United Air Lines) 247 had been blown apart by a bomb in 1933 over Indiana. I remember an incendiary bomb starting to ignite on Dick Betchel's DC-3 at the ramp in LA; the United DC-6 which was blown apart after leaving Denver; and the United DC-8 which had to turn around over the Pacific on it's way to Honolulu, and fly back to Colorado Springs for they had discovered an altitude sensitive bomb aboard.

Had Kodak put the last roll of snapshots on a CD, so am now trying to send the pictures on E-mail. I spend six hours a day on the computer, not designing programs, but trying to use the ones I have purchased. *Charles*

DON BARNHART—33920 NW Pacific Highway, La Center WA, 98629 BGBLaCentr@aol.com

Dear Rich and Cleve, Enclosed is my annual postage remittance. I am in my 20th year of retirement from SFODD having worked 41+ years with United. My 83rd birthday is fast approaching – 9/1/19 – a palindrome of a date. Barbara and I live on twenty acres in Southwest Washington. Our farm is on the East Fork of the Lewis River with Mount Hood to the south providing us with beautiful sunrises and sunsets. We truly enjoy this wonderful rural setting.

I am still riding the Kubota tractors for mowing and farm chores and I recently traded in my ATV for a newer model. Keeping active at this age is a lot easier when you can use a set of wheels to get around. Thank you for the enjoyable RUPANEWS – I look forward to reading it each month. Best wishes to all at United. *Don & Barbara*

MARVIN D. BECKER—11935 Tree Top Cir, Nevada City, CA 95959 mrvbec@yahoo.com
DC-3 Doors again!

I need more help from the DC-3 experienced retirees! A while back it was determined that the passenger entrance door was on the right side when United ordered them from Douglas. A few leased DC-3s in United colors had a left entry door. I have old photos of the doors on the right, with the hinge point forward (slipstream keeps it closed) but Jean, who grew up with the airline, insists that she remembers flying in DC-3s that the doors were flip down "air stair" type with hinge at the

bottom and built in steps. Question.....did United also have some aircraft with the air-stair door, before retiring them in the late 50s?

We have not traveled much since 9-11 when we were trapped in London and flew home via Toronto on Virgin Atlantic. Great service by the way, on a welcome 747-100.

Our first adventure since, was to St Louis on Amtrak in July. Traveled close-up thru the Sierras and Rockies and saw things we never saw from 30,000ft. The down side.... the train was 4 hours late but the food was good.....and had real silverware with a real knife.....absolutely no security boarding. Our return on United netted first class seats, but had to remove our shoes and they took my fold-up corkscrew opener!

Back home, my senior discounts happen automatically now. At a fast food place I asked for water with my burger.

The ticket read: 1 Senior water \$0.00. Many thanks to Doug Wilsman's, Pension Benefit Security report on the internet! Very comprehensive info on Pension/bankruptcy. Please notice our latest address and email change. *Marv*

COURT BENNETT—1736 Laurentian Way, Sunnyvale, CA 94087

Hi, We very much enjoy reading the newsletter and find it very informative.

After three years of looking, we have finally bought a home in the "Silicone Valley." Had to just bite the bullet and pay the ridiculous price expected in that area. Decided that being close to the grandkids is more important than money in the bank. Plan to keep the Oceanside home until we are settled in Sunnyvale.

We haven't done any traveling, but plan to take a cruise after we get settled. Will be 80 on August 22nd. WOW! *Court*

GRANT C. BESLEY—8661 Blue Creek Rd, Evergreen, CO 80439

Cleve, Enclosed is my membership fee and subscription for the *RUPANEWS*. I retired in May and am still catching up. I spent 38 years in the cockpits of United airplanes with the finest of the finest. I will miss the people I worked with very much. I was ready to hang it up. I have a son and daughter who will carry on.

I live in the mountains of Colorado where I have a

small cabin and an art studio. I sculpt and paint in watercolor and oil. We have a very active art community here. I am on the board of directors of two art organizations here and keep quite busy.

Joan and I travel and paint in our travel trailer and fly our little Cessna 205 to good painting opportunities, and to visit friends and family. I try to leave the radios off. We also bike a lot and have bikes that fold up and fit in the back of the airplane. We are planning two European biking trips next year. It is so good to see the letters from people I used to work with. Most of them were like what I wanted to be like when I grew up. To those of you, thanks. I look forward to reading, talking, and e-mailing old friends. *Grant*

NORM BUETHE—26467 8th Ave. S. Des Moines, WA 98198 6/10/46 - 9/18/77 MDW, LAX, MDW, SEA

Dear Cleve, Sorry I'm so far in arrears. September will make 25 years of retirement. Where did the time go? The last 3 years have not been fun; heart attack, staph infection, bypass, plus a string of other surgeries. Our travel is limited to home, church and the hospital. I'm on my 5th pacemaker. Have been thru 3 series of Chemo for CLL and am now on holding pattern. Will see what happens next. Thanks to all the folks who produce the *RUPANEWS* and for not dropping me from the mailing list. I recognize very few names but it is still interesting reading. Check enclosed.

Sincerely, *Norm*



ALBERT L. BUFF—1014B Harriman St, Great Falls, VA 22066

It was half way through my birth month before I woke up to the fact that I hadn't sent in my letter! Better late than never.

It's been two years since our return to Virginia. We sure do miss Florida. I am still fighting Parkinson's – not much change. Best wishes to all, *Al*

STUART M. CARLSON—387 Saddlehorn Trail, Palm Desert, CA 92211 LAX, SEA, LAX STU-POLISH@prodigy.net

Annie and I have had a good year in my 11th year of retirement, with no unusual medical or other type of problems. We are on our usual summer motor home trip in our new double slide Marathon Prevost bus, staying for a couple of months here on the coast at Newport, Oregon, and then on to the Eastern US to Washington D.C. for a bus rally. We will be stopping at Nebraska, Minnesota, and Michigan on the way visiting friends and relatives. While in Washington, we are to be guests of the Supreme Court for a tour of their facility and dinner in the evening, courtesy of Judge Thomas. On the way back to California, we are planning to go to the Balloon festival in Albuquerque.

We had a nice cruise through the Panama Canal last October, ending in Ft. Lauderdale, whereupon we flew home to LA, our first flight on UAL, in about three years.

That's about it for this year. Once again thanks for all your work, Cleve, and all the "stuffers" for getting the *RUPANEWS* out each month. My check is in the mail. *Stu*

CHARLES L. COREY— P.O. Box 161, Evergreen, CO. 80437

Dear Jock: Received the *RUPANEWS* today and the label says renew on 8/13, so the check's in the mail to Cleve.

Emily and I celebrated our 50th this past January the 19th. Our three sons threw a big bash for us at the club, and of course prior to that we renewed our vows at our church here in Evergreen. Still enjoying the retirement even as the honey-do list grows. My best to all the folders and stuffers. *Chuck*

WILLIAM D. DENHART—202 Desert Lakes Dr, Rancho Mirage, CA 92270

Just a word to say hello to everyone. Nineteen

years now, having the good life. I remember the day Mr. Patterson took our class to dinner after we finished our training and before we started flying for United. What a smooth gentleman. One statement he made was to be sure we all signed up for the retirement program. At \$300 a month, just finishing college, and having mom and three kids, I wasn't sure how we were going to do it. We did, and how it has made the golden years fantastic. Spend winters in PSP, docent at the air museum, golf a lot, summers in eastern WA, have a challenger two on Liberty Lake on floats. I'm passing my physicals.

Hope you are having as great a time as the Denharts.

Best to all. *Bill and Pettie* denhart re-tir4golf@aol.com

GEORGE & BARBARA DONALD—690 Lakewood Dr, Sumter, SC 29150

Check's in the mail, early for a change. Thanks to you, your group, the folders and stuffers etc. for a great job. A great big thank you to Doug Wilsman for a very informative article. However I don't trust the government to continue to pay us the retirement we have become accustomed to. Perhaps my doubts are unwarranted, hope so. Cheers and good health to one and all. *George*

ED & PEG DUFFY—PO Box 549, Bodega Bay, CA 94923

Dear Cleve, We have had a very busy year taking care of our very sick daughter. Not much contact with folks. We do plan to make the annual Capital picnic in DCA in September. Things are improving. Regards to all, *Ed & Peg*

EDDIE EDWARDS— 8 Crocus Place, Menlo Park, CA 94025 OAK POK SEA SFODD eme-jean@nacbell.net

Ninety-six years have rolled around and all is well. The golf courses are getting longer and the hills are steeper, but plenty of friends make life worth living. *Eddie*

JACK & JEANNIE EVANS—39031 Old Wheatland Rd, Waterford, VA 20197

Dear RUPA Friends, and thank you RUPA Family; Forgive me for being so slow about writing, but I have been slow about everything lately. I can't complain as the reports have all been positive so far

and have Dr.'s orders not to work for six weeks---a pilot's dream!

Jeannie and I want to thank our RUPA friends for all the prayers, cards, Emails, calls and visits we have received. We have surly been blessed to be a part of a group like this. Thank you all very much--that support really does make a difference in the recovery process.

God Bless, *Jack & Jeannie*

LARRY L. FRITZ—13435 Fieldcreek Ln, Reno, NV 89511

Hi Cleve! Enclosed is 2002's postage check. Activities so far this year include a week's vacation in the Seychelles Islands followed by a cruise from there to the Canary's aboard the *Seabourn Sun*, ten days in Puerto Vallarta to get Anna Marie's son married, and three weeks in Guatemala brushing up the espanol. As ever, *Larry*

RAY GIBSON—1972 Canterbury Dr, Las Vegas, NV 89119 8/46-9/82 MDW, SFO, EWR, CLE, MIA ORD& LAX 4x in between.

I don't remember how many years it's been since I wrote last. Marge and I have had a few medical bumps, like a fractured hip for her and heart problems for me, but with the help of a walker and my pacemaker, we are able to get out and take a few chances here in fun-city.

The accounts of the Caterpillar Club members made me wonder if there is a club of some kind for those of us who have ditched successfully in rough seas (30+ft. waves and 40kt. winds)

It was Sept. 4.1945. A retired navigator mentioned the operation in a letter some months ago. He referred to the Purple Project--I didn't know that the gathering of hundreds of C-54s in Okinawa had a name. The purpose was to move a large contingent of airborne infantry into Japan to rescue the GI POWs and occupy the country.

It was about 7:00am when we ditched. When after numerous requests over a period of several hours, the emergency L/F range on Ie Shima was turned on, I was-by sheer luck, on a range leg. I checked the quadrant and got a build in volume, so with nearly dry tanks, operating on two engines, all we could tell the rescue forces was that we were inbound on the northwest leg of the range. No land was visible so I decided to ditch while I still had some control. For those who might care, a C-54

will fly, if empty, at 75mph with gear up and 20 deg. flaps. In about 40 min. there were about 20 planes overhead. A whaleboat was dropped off a B-17, and I swam for one of the lines shot out when the boat hit the water, swam back to the raft, and my crew boarded what looked to us like the Queen Mary; but it turned out to be more like the Titanic, since the device holding the three parachutes had whipped around and knocked a hole about a foot in diameter in the engine compartment. To end this saga, we were picked up by a Navy PT-boat at about 1:30am the next morning. The airplane, I was told, was sunk as a menace to navigation after floating 24 or more hours.

Anyway, what I wonder, is there a Goldfish Club or something for us landplane ditchers??

I'm sure it's obvious that E-mails are not my forte; anyway the check is in the mail. *Ray*

PETER GRANATA—14337 Draft Horse Ln, Wellington, FL 33414

Dear Cleve, thanks to all of you for your RUPA work. Wanted to send it early while we can still afford it!

My friend, Don Karaiskos, is correct about remembering how people make us feel. As is Bob Odgers regarding the incomparable thrill of military flying. Perhaps these are some of the reasons I remember enjoying flying with men like Pat Flanagan.

Delighted to hear that Herb Petitt is with us. Another fine gentleman. *Pete*

BOB GRUBER— P.O. Box 663, La Connor, WA 98257 grub60@fidalgo.net

Dear Editor: Just received the August issue, which reminds me that this is my letter month. My letter this year is "G" which stands for Goodness, Godly, Godless, (your choice), great, Grand, Grouchy, Grizzly, Gruesome, Gruber and Goodbye. *Bob*

DON S. HART—533 Roland Ave, Rockford, IL 61107

Hi Jock: Sorry I am late with check but time moves faster than I do these days. *RUPANEWS* and you who put it out deserve a pat on the back. I used to do this for the OX-5 Newsletter, so I know how much work it takes. Thanks for everything,

Don

FRED (aka Phred) M. HAYES—45400 Calle Pintoresca, Temecula, CA 92590 PIT, DEN, SFO & LAX (30 of 33 Yrs.) phredh@iinet.com
Jock, Cleve, Milt, Noel and Howie et al, (Howie because he was my first sim instructor in the good old DC-6 days. I suppose Candy is still cold.), thanks again for the great job getting this thing out every month. As one who used to write monthly articles for the LAX *Angle of Attack*, I can identify in a small way with your task.

This month begins my fifth year since I gave up revisions. I can now officially order from the back of the menu (Geezer section). Medicare and the whole works. Seems like some kind of milestone. So far Whussername and I have continued to luck out in the health department. We now have two grand daughters and are enjoying them immensely. Who knew? Son Roger is still Captain with Me-saba, (Northwest AirlinK for our non-mid-westerners) and ever frustrated waiting for United and the other majors to recoup. Still doing my own property management (32 toilets to keep track of) whilst running the avocado grove and an occasional flight in the Baron. Stay well and keep up the good work at RUPA, we all appreciate it. *Phred* 6/29/64

JOHN B. HEALY—618 Aqueduct Way, Solvang, CA 93463

Jock: The *RUPANEWS* arrived today, which reminded me to get a note to you - my birth month is June - turned 82!

Last winter wasn't very good for us - in October Margaret fell and broke her hip - November, my sister died - in May Margaret's sister died, and her brother died in June! Margaret's health is normal, and we're both in good health.

Have children and grandchildren living all over the U.S. - do a lot of pass travel - it's a real benefit! I really appreciate the work and dedication that goes into the production of the news.

Check in the mail to Cleve. *Jack*

JOE IRVINE—1425 Burnside Rd, Sebastopol, CA 95472 jirvine@pon.net

I seldom see more than couple of old acquaintances in each new *RUPANEWS*, but Frank Egbert's letter last month caught my eye immediately, because we lived on the same street for a good many years and also I was copilot for Sid Nelson in the 247 the first

year I came to work.

The 247 had 2 power levers that had to be set for take-off. At Toledo, Sid gave me the take-off and I forgot to set one of them. I don't think we had to abort, but I am not absolutely sure.

I believe that Sid is now the oldest (98) pilot left that ever flew the 247 on line. I doubt I will get to 98 but who knows. *Joe*

GARET JENKINS—31291 Paseo Nogal, San Juan Capistrano, CA 92675

Hi Jock, This is my first letter since retiring eleven years ago this month, so I thought I'd better check in so the few people that remember me will know I'm still around. We're still in the same home that we built thirty-five years ago when I transferred to LAX as a DC-8 first officer from EWR. Too lazy to go through the moving up to a bigger house routine and now we don't need to, as this one is getting to be too much to take care of. My wife, Wendy, and I are in good health and get to the nearby gym every day. I do a lot of touring on my Valkyrie motorcycle all over the West and am discouraged to see so many of the beautiful places I've been in the past years consumed by the forest fires. With the airline in such turmoil I was gratified that Doug Wilsman was good enough to get out all the information on our pension status in the event that UAL goes bankrupt. From reading the charts it was apparent that being older has finally become an asset. Getting to seventy-one in two weeks is definitely a good career move. I'm now picturing the guys that found those "Old Bibles" that moved them back a few years so as to keep flying feverishly searching the archives for the revised version that makes them a bit older for added benefits. Maybe there is a just God after all.

Thanks for the good work on the Newsletter; it gets better all the time. I think we'll all need the service it delivers in what seems to be some trying times ahead. *Garet*

HOWARD W. JUNDT—13860 Malcom Ave, Saratoga, CA 95070

Hi, This is to inform everyone that Pat and I are safely home after another great European adventure in the Baltic. As Pat always says, "it was very educational and interesting." That is truly an understatement, because I'm going to add the adjective, outstanding. We had great weather except for some

rain the first day in Copenhagen. We had a very High Tech Vessel for our cruise. It was only 1 year old, built in France, flew the French flag and was under the command of Capt. Jean-Marie Guillou. The *Radisson Seven Seas Mariner* is definitely state of the art, with a new propulsion system as quiet as "Red October," and so maneuverable that it did not require tug boats to assist in and out of port. Upon entering the vessel, you walk into a seven-story-high atrium with all-glass elevators that service each deck--A spectacular "welcome aboard" indeed. The suites were equally impressive with lots of space and a large veranda (balcony.)

After a couple days in Copenhagen, our Ports of Call were Visby, Sweden, a medieval city located on the island of Gotland in the Baltic. Tallin, Estonia on the bay of Finland was next, St. Petersburg, Russia for a three day stay, back to Helsinki, Finland where one side of Pat's ancestors came from. Our final destination was Stockholm, Sweden, where we spent a couple days before returning home via London on SAS and United.

It was a wonderful experience and I could bore you with the details of all the spectacular sights, so just suffice to say that all of our Ports of Call were pretty special. The only regret is that St. Petersburg, like Odessa and Yalta, has so many treasures that are badly in need of repair and paint. The Communists spent all of their money on the military and neglected the infrastructure. As our Finnish guide so aptly phrased it, "St. Petersburg is the most beautiful city in the world, you just need to wear special glasses to see it."

Pat and I are happy to be home and are starting to feel human again after going through so many time changes. Bye for now, *Howard*

GERARD N. KONOPA—1363 Roselawn Ave, Thousand Oaks, CA 91362

August 1st makes me 84 years of age and retired 24 years! Health fair?? Still make great time between my favorite restaurant and their disabled parking area with the help of my cane.

Hope our pension remains secure. Sincere thanks for your hard work on the *RUPANEWS!* *Gerry*

WILLIAM W. LAWRENCE—21720 116th SE, Snohomish, WA 98290

He Cleve, Well, at least I'm in my birthday month, this time. Not too much to report from here. Oneida and I are in good health and doing about all we care to do. Must admit I'm seeing fewer and fewer names I recognize in the journal. That's the penalty for living so long. Regards, *Bill*

DEL LEAVITT—6505 Puerto Dr, Rancho Murieta, CA 95683 leavitt@murieta.net

Dear Cleve, Another year!! Check is in the mail. Hard to believe that retirement is now going on 8 years. However, the golfing is good enough to maintain a 9 handicap.

We are planning RV trips to Phoenix for the winter and down the east coast next summer and fall. Should be a great time. Thanks for all the good work. Give my best to Jock. *Del*

HAPPY BIRTHDAY JERRY LEDERER

The 26th of September marks the 100th birthday of member Jerry Lederer, who thus becomes only the second RUPA active member to be a centenarian. Drop us a line, Jerry, and let us know how your birthday went. We wish you a good one. Ed.

BRIAN LEIDING—235 Bahia Point, Naples, FL 34103 doublehulls@cs.com 239 262-4014

Dear Jock: With the start of our third year on the beach all is going well except UAL, of course. We



are like everybody else, just waiting to see if the shoe does really fall. I would like to thank Doug for the great letter on the pension problems.

Cindy and I have been in Naples for seven years now and we are settled in. If we have to change our style of life it will not be that big a problem. We will just go to some where more affordable and still have fun.

We have been in contact with Dave and Dottie Wege a lot this year and went to London with them. I see too much of Sam Planck and Mike Jones also. For the most part our recreation is still playing with the boats and making other people look good on the golf course.

Thanks again for the newsletter. *Brian & Cindy*

HAROLD C. LLOYD, JR.—147 Cardinal Dr, Toms River, NJ 08755 - EWR, JFK, LAX, ORD 1968-1998

Hi Cleve: Jane and I were fairly busy this past year. We visited London and Stavanger, Norway in August. First class over and back, but we had to switch to the Kennedy trip for the return due to the heavy loads to Newark. Just happened to be a 90-degree heat wave in London and no air-conditioning in the Aero Marine flat in Chelsea. In September, we flew out to my brother's new home in Sierra Vista, AZ, intending to fly back to NJ on the 11th. My brother told us to turn the TV on when we woke up that morning. The WTC building had just been hit and was burning; then, to our horror, we saw the UAL 767 hit the south tower. In 37 years of flying I never imagined I'd see a sight such as that. It was unreal... like movie special effects...how could a "human being" aim himself in a passenger plane at a building and actually go through with that horrific deed. It was one hell of a wake up call for us... and for all Americans.

Thinking that we would never be able to get on a flight back to NJ after flying resumed, I attempted to rent a car... forget it! I signed a Lincoln Navigator out on a hand-receipt at a dealership in Tucson and proceeded to "test drive" it 2,600 miles to NJ, where we traded my car in for it. The trip across the country was a first for Jane and me and we really enjoyed it as we had no schedule to keep and plenty of countryside to see.

We went down to our winter home in Islamorada, FL in late September and were promptly chased out of the keys for the hurricane in November. It turned

out to be a non-event so we made a shopping trip on the mainland out of it.

Our winter was a bit chilly for the Keys, but we were still able to do some boating.

We came back to Toms River in May and attended our first NY retired pilots' luncheon at the Montclair Country Club. Ray & Sharon Amato and Jan & Patty Conover rode up with us. Met quite a few old friends during the luncheon and our plans now are to attend more of them in the future both in NJ and in Florida.

That's about it from us snowbirds for now.

Keep up the great work on the *RUPANEWS*, it is a very welcome publication each month.

All the best to everyone, Harry hcljr@earthlink.net

BILL MADSEN—1365 Montclair Way, Los Altos, CA 94024 1959-1992, SFO-LAX-SFO bill.madsen2@gte.net

My fellow United pilots: Hard to believe that ten years have passed since my last flight. They have been busy; involved years with many personal and family changes, all positive, and life has been good to me. I am still often asked, "Do you miss flying?" and the answer is always "Yes" (with qualifications). No matter how I add qualifications, I really have missed it, mostly the people and the places. I'm one of those who would have liked to continue a cockpit career for another three to five years. It seems like our ALPA brotherhood always split about 60/40 on this question, and it probably isn't much different now. As I look back I reflect on the incredible strides in airplane development that played such a role in our careers, the glass cockpits and enhanced navigational systems that changed our lives forever, and the simulators and training that improved so dramatically over the years. But "runways" and "airways" seem to be the same as they were years ago, too short and inadequate. I recall some of the major events that also changed our lives: the Capitol merger and adding of Pan American Pacific flying, the strike of 1985, and finally, the ESOP. I learned so much from those great pilots that I flew with for two years in the Pacific. Fortunately, we tend to forget the bad events, but it is such a pleasure to look back on the good times. I salute and thank all of you, my friends and companions during our years with United. *Bill*

GEORGE H. MATHES—10505 Deer Path Rd,
Woodstock, IL 60098

Hi Jock, Dues and extra on the way to Cleve. Four years since signing the UAL logbook for the last time. Doesn't seem that long...probably because Jacquie is still a Flight Attendant at UAL and I spend most of the day working with our UAL peers & helping out with the local RUPA activities. Finally finished up school and the requirements for a new professional designation and believe that is enough formal school for this old dude.

By the time this gets in the *RUPANEWS* the dust may have settled on current events at UAL. I certainly hope so....it is about time for some smooth air. Jacquie was planning to retire next spring after 30 years, but may have to postpone those festivities pending resolution of the current turmoil. Most importantly, health is holding up for both of us. We really appreciate all the effort you folks put into *RUPANEWS* and the website. Best to all, *George*

AL MC NUTT—PO Box 555, Crystal Lake, IL
60039 ljnme@earthlink.net

Dear Jock, Here's the check for yet another year. It seems like I sent you one last week. It is true—time does fly by when you're having fun.

My best to all of my old "flying buddies" & friends I met during my 32 year career. You guys (& gals) are the ONLY thing I miss. *A*

MAC McCROSKEY— 205 SW Montgomery,
#404, Portland, OR 97201 1955-1991

I'm still going up and down the West Coast in my Hans Christian Independence 45 trawler, between San Diego and SE Alaska. This is my seventh summer in Alaska, and I'm still enjoying it. I see lots of bears, humpback whales and bald eagles. I spend Sept. and Oct. in the Sacramento delta. On November 1st, I go to San Diego for the winter.

I hook [*anchor*] a few days every summer with Don and Donette Wright in Sydney B.C., where they spend the late summer in their trawler. In wintertime, I connect with Vivian and Charlie Kettering to ski in Colorado or Sun Valley, ID. Life is god!

Eleven years of retirement - health is good. Thanks to all responsible for the *RUPANEWS*.

Best regards, *Mac*

JIM & JAN McMILLIN—PO box 156, Madisonville, TX 77864 1940-1976

Janet and I celebrated forty-five years of togetherness last December 21. Actually, we celebrated it on the nineteenth. My fondest hope for the short-term future came to an end on February 7, 2002 when the Lord took her home to heaven. Praise the Lord; she had not much more than a month of unbearable torture before He took her home. My hopes for the future now are centered on the eternal future when I will have rejoined her.

We were enjoying our new home and our new-found friends in Madisonville, Texas before the trying times came upon us. It can only be said that the climatology here is to be endured only because there may be a slight gain by having swapped two bad months of winter for two bad months of summer. As a bonus, however, we became friends with some of the grandest and most supportive people in the world. We loved these Texas people and I still do.

Mother bonus is the nearby fellowship of our son, James, and his wife, Liane. He spent his eight (?) years in the Air Force and has more than twice that time with Continental. They went to Alaska last year and were dropped off north of the arctic circle for a week of solitude in the wilderness. This year they spent a week, more or less, learning to fly a float plane and become a neophyte bush pilot. Then they rented a float plane and repeated their experience of wilderness living. That didn't teach them anything, so they made a second trip this year to a different area—youth is always looking over the horizon.

Our other kids (three) and their spouses are all doing well and are happy. Vicki and Monty moved from California to Nevada, Curtis and Cristy still live in Denver, and Erin (single) remains in Denver.

I did not get around to writing in April. So, I feel like this lengthy epistle will be forgiven. It keeps us in touch. I often think about the good people I flew with and particularly that group ordered to active duty with me in May 1942—I think it was project 50. Another group of airline pilots were ordered to active duty about the same time. I believe it was known as project 32. RUPA and RUPANEWS fulfill the intent of the organization's founders by the dedicated work done by you few. We all give you our kudos and our thanks. Oh, and enclosed is a

check for postage with a little left over. Spend it wisely, in keeping with our tradition. *Mac*

GEORGE MENDONCA—119 Elm St #1, San Mateo, CA 94401 1965-1994 (650) 342-6612
Well I hope this gets into the September newsletter. I have been doing a lot of flying this year. One flight from Manchester, NH to Oklahoma City, OK then to Portland, OR then another flight from Charlotte, NC to San Carlos, CA. My last flight was from San Carlos to Whidbey Island NAS WA for the Air show and return. So far I have logged about 170 hours in a variety of airplanes. One of the notable was a Fly Baby painted to look like it was made out of wooden planks and shingles. It is named “The Flying Outhouse” with the moon shaped door on the tail. It won the most unusual paint job trophy at the Watsonville Air show this year.
I just keep on plugging along and hope to be on time next year. If anyone in the area would like to help me finish my P-51 Mustang kit let me know. It’s about 50% complete. *George*

ZELDA L. MISKET—3035 Plum Island Dr, Northbrook, IL 60062
Dear Cleve, I’m sending in my dues for RUPA late, hope I will be forgiven. I just don’t seem to get things done on time anymore.
I do love to read the magazine, and do look forward to receiving it. I always remember the good times Al and I had at the conventions.
Thank you and hope this isn’t too late. Will try to do better next time. *Zelda*

JACK MOORE—PO Box, 280777, Northridge, CA 91328 818-363-2346
My check for *RUPANEWS* is enclosed, since my birthday is coming up this month - age 81. Hardly seems possible that retirement was 21 years ago. While old age is creeping up on me like everyone else, the old body hasn’t given up yet. At least I know many who are in worse shape.
Thanks to the RUPA staff for keeping things going. You are all underpaid! *Jack*

STEPHEN W. PAHS—6888 E. Dartmouth Ave, Denver CO 80224
A few weeks late, but happy to still be able to do it! We spent last September in Spain: Madrid, Avila, Salamanca - then – 11th in Segovia... Tried to return

home on any airline...Grounded! So we took the train to ROTA Naval Air Station. Unable to get on to the base for three days. Finally got on a USAF C-5 to Dover AFB, DL.

USAF flying class '52 reunion in April in Dallas TX. An enjoyable occasion. In June, renewed Colorado driver's license, CFI licenses SE, ME & instrument. Once again passed FAA first class physical with no waivers...you all recall what good care I took of myself (Did not smoke, drink or kiss girls.)

In September we will again do Bavaria, Munich and R&R at military facilities: Garmisch, Chiemsee and Bad Aibling.

Enjoy, more than ever, RUPA publication's articles and stories. Regards, *Steve*

CHRIS G. PATTERAKIS—5903 Mt. Eagle Dr. #206, Alexandria, VA 22303

Cleve: I am living in Alexandria, VA now, at least for as long as George Bush is president. I have accepted an appointment to be special assistant to the Secretary of the Air Force. Although I enjoyed my years with United, as a retired A.F. fighter pilot, it feels good to be back amongst blue suiters, especially at this level. As a 67-year-old, I am getting older, BUT NOT OLD.

Cheers, to all at RUPA. *Chris*

JOHN & JO ANN PINTER—5442 Willow Ln, Vermilion, OH 44089 jpinter@foldedwings.org
Dear Cleve, Ok, it is now July and my birth month was June, but I didn’t send you my \$25 yet. However, this time I have a good excuse. We brought a boat from Stewart FL to Vermilion Ohio. It was a 41-foot Viking sport fish and we took the full month of June to make the 1,800 mile trip. We took the inter-coastal north, going “outside” in the ocean on a few calm days then into NY harbor; up the Hudson River to the Erie Barge Canal; over to the Oswego Canal, into Lake Ontario; then to the Welland Canal into Lake Erie; then on to Vermilion Ohio. I spent my birthday in the Welland Canal with a beautiful Canadian blond girl singing Happy Birthday to me along the lock wall. JoAnn didn’t mind since I couldn’t get off the boat.

This was the year for celebrating birthdays on boats. For JoAnn’s 60th birthday we took a cruise through the Panama Canal. She celebrated her birthday on board and I let the whole boat know

while on stage during amateur night. We had a tremendous time and met some active United employees who we are getting together with on another cruise this fall. By the way, I haven't lost my touch — I won a gold medal! Well, actually, it was for the best belly flop contest but I beat out some very young talent and some big belly drinkers who were bigger than me. The cruise was GREAT and if we weren't going on another one this fall we would seriously consider the upcoming RUPA cruise. We will have to plan accordingly for the next one. We put our downtown Chicago Condo on the market and it sold right away. We got our price and now I'm wondering if we should have held onto it, since it is the only investment that is really appreciating now. Maybe we will put the money under our mattress because that is about the only way to hold onto it these days. However, we are happy with what we got and it's now time to move on, cutting old ties and establishing new ones. We have been busy with our daughter and son-in-law. They bought a house about 30 minutes from us and we renovated it with them. Now our daughter is expecting and we will soon be grandparents for the first time. Our daughter says she is not going to let her child be alone with my son-in-law and me unless we have adult supervision. Geeze, she's no fun. Ha, what goes around comes around. Time marches on and as always I don't know where it goes. I haven't looked back once in the three years since I retired and am truly enjoying this new lifestyle. Occasional luncheons and parties with the "North Coasters" and the UALALPA forum keeps me in touch. Life has sure gotten harder for working pilots since 9/11, and the industry is changing. I retired at the right time! *John*

R.D."Dick" Russell 1797 Mitchell Court, Daytona Beach, FL 32128 '55-'90 rrussell20@cfl.rr.com

Subject: Rebuttal

Normally, I would not comment on anything Pete Gallant might say or do. Branding my claim to be the first "*line pilot*" to be rated in the B-747-400 a falsehood does require a response. *I ask that Pete produce his ATP pilot certificate along with its date of issue.* The date on mine was February 5, 1989

- also my 59th birthday. I predict that Pete Gallant will never produce his license and will never bring up this subject again! Perhaps we should not underestimate Pete as he is the same fellow who "found" an old family bible at a very convenient time.

On another subject: I am honored to be mentioned by Captain Al Schmitt in his list of favorites. Thanks Al! *Dick*

WILLIAM T. SALISBURY—2903 Leisure Cir, Bumpass, VA 23024 salisburyw@erols.com
Hi Jock, Just this morning I read Jim Harrison's letter in the July issue of RUPA, his comments on the trials of travel, triggered my memory and suggested to me that I share our recent travel experiences with you and other members.

About two weeks ago, my wife and I flew out to SFO from IAD. We were granted First Class Seats on the 767. Once seated and getting comfortable, I discovered that I had gone through security with my Swiss Army knife in my pocket. So much for all this high tech security! How could I have been so brazen as to do this? Well, for 35 years of flying, I always carried my pocket knife in my pocket and since I carry it around home all the time, I thought nothing of it when I loaded it into my pocket that morning at 0330!

The time came for the return trip and I certainly did not want to test fate again, so very carefully put the pocket knife into a small bag that my wife was carrying and planned to check. The curbside baggage people very kindly told us about the employees'

Executive Compensation



check in station. We checked two bags, one of which was the one with the pocket knife in it. We checked in and got on the flight, again First Class, and went on home to Washington.

The return flight was magnificent and all the employees were as polite and nice as one could wish for.

When we unpacked our luggage, we discovered that the pocket knife was missing. I checked with our friends in California, just to be sure that we had not inadvertently left the pocket knife there. It was not there. My wife distinctly remembers loading it into that subject bag. Plainly and simply, the knife was stolen from the luggage.

The conclusion here: travel lightly and carry your entire luggage and don't, as force of habit, leave a pocket knife in your pocket, as we were required to include in our "required equipment" for so many years! Kindest regards, *Bill*

BILL SAMUELS—10 Spiros Way, Menlo Park, CA 94025

Dear Cleve, Enclosed is check for my annual dues. You will note that they are on time and not late as usual.

On the twentieth of this month I will be able to say I wish I were 86 again. I have been retired so long that the only person who wrote a letter that I knew in the recent *RUPANEWS* was Frank Egbert.

Due to neuropathy of the feet we haven't done much traveling in the past year. It is difficult for me to walk very far. When necessary I use an electric cart. Nevertheless, I keep very busy on the computer and make many prints from digital photographs.

Shirley and I appreciate the effort it takes to publish the newsletter and look forward to its arrival. We hope to see many of our old friends at the August 14th picnic.

Best wishes, *Bill*

LARRY L. SCHMIDT—4909 Hoen Ave, Santa Rosa, CA 95405

Dear Cleve: Sorry to be late with the annual check but this has been a very busy summer so far.

We attended John Biggs' memorial service. It was a chance to see a lot of old friends. Too bad we got together under those circumstances. I know well where he was killed as I too have been on top of Mt. Hood.

We are in Grand Junction, Colorado for my wife's high school reunion. We left for this trip just five days after getting back from a great three weeks in Switzerland. We both keep very busy. I am very involved in Masonic activities and Madalynn does a lot of singing.

Time sure passes fast. It has been three years since I last flew. In some ways it seems like only yesterday.

Thanks to all, who keep RUPA running so well. I wish good old UAL were as well run. Keep up the good work. Thanks, *Larry*

CHARLES J. SHUCKHART—169 S. La Paz St, Anaheim, CA 92807

Cleve, this first year of retirement has just flown by – and I thought things would slow down!

A big thanks once again to the many out there who helped me through my career.

On to another year! *Charlie*

ROBERT G. SINCLAIR—576 Buttonwood Dr, Danville, CA 94506

Cleve, this is later than late. The ole marriage came unglued during a trial separation in April – nice birthday present. Anyway, as a message to our United friends, Amanda and I have parted ways, but remain friends. Life continues and my family and good friends are a wonderful support.

I hope to keep my cabins in CO and CA – Amanda will stay in Blackhawk. I will forward my new address, but for now the old one will suffice. All the best, *Bob*

P.S. I can be found on the USS Hornet (Island Tour) on Thursdays. Dwight shamed me into the docent job. (It's fun!)

ED & ANNE TITUS—4717 SW 317th Ln #D, Federal Way, WA 98023

Hi Cleve, and all you fellows, Ed should be writing this since he got new eyes this year, but he continues to pretend he's helpless. Wish he'd stop telling me how to drive. Thanks, *Ed & Anne*

BOB WEIMAR—3422 Long lake Dr, Olympia WA 98503 olyrain@aol.com

Well, here it is my big 70th birthday. I went to work with Flight Safety Boeing as a 737-700 flight instructor last year, and the annual maintenance on our trawler was put off 'till now. I terminated my

relation with Boeing, as I decided that retirement is what I needed. Now is the time to sand and varnish, change all the filters and paint the bottom. My best to the "Folders & Stuffers", check's in the mail to Cleve. Ain't retirement great?

Bob W

BILL WELLBORN—417 Gibbs Rd, Pensacola, FL 32507 64/93 MIA DCA CLE ORD DEN DCA Hi Jock, It's been an eventful year, lots of miles on the motor home, mostly to the Keys for diving and several trips north to visit kids and grandkids. When 9/11 happened I guess I was like every one else, looking for something to do that might help. I contacted the Coast Guard to see if they could use me in any way and was advised to contact the Coast Guard Auxiliary. I did and they put me to work. I trained at the local Coast Guard Station and got qualified as a radio watch stander. I go out to the Coast Guard Station a couple of days a week and take the radio watch so that one of the active duty guys can do something else. It's not much but at least I feel like I'm doing something. I'm really impressed with the quality of the young people in the military. They take on a lot of responsibility at a very young age and their work week is sometimes beyond belief.

Looks like UAL is having some hard times. I sure hope we can find a management team that knows how to run an airline.

We're looking forward to the cruise. Hope to see a lot or people I know there. *Bill & Sarah*

LARRY D. WRIGHT—16242 Acorn Dr, Sonora, CA 95370

Ten years have gone by since retirement. I still don't know how I had anytime to fly. Marillyn and I have been so busy that we hardly have time to "vacation". There are 20 of us in our family and perhaps soon some of our older grandchildren will be gettin' hitched. They have been pretty steady with some Christian girls.

I've had a pretty hard time trying to get life insurance after 70 when my USAA life insurance would run out. They dropped me like a "hot potato" because of my heart surgery almost five years ago even though the doctor gave me a "clean" bill of health. It seems like the insurance companies are very interested in your money but not the individual. USAA said they would "maybe" approve a

policy but it would cost me \$4,000 a month. for \$100,000. You probably already know what I told them. But God has been good to us and we are very grateful for His blessings. We bought a little larger home here in Sonora and sold our home in one day by putting out a 8 X 10 for sale sign. Marillyn and I are in good health and intend to use our motor home more after we settle in to our new place.

My thanks for all the hard work on RUPA and for the folders and stuffers. Check sent last month.

Larry & Marillyn

IN MEMORIAM

JAMES BRUCE ALEXANDER

Bruce Alexander flew west on May 24, 2002. I knew Bruce when he flew out of San Francisco and lived in Saratoga. We played softball together with a group of UAL pilots and would often meet at his house for a party. He moved to Tennessee and we kept in touch by phone and in later years discussed our prostate problems. He had opted for the seed implant.

Here are some excerpts from his eulogy.

Bruce's greatest love was his family. Wanda, he loved you and was devoted to you. You were the light of his life. Every day he had with you was a day that he cherished. Toney, Tammy and Pam he was so proud of you and all his grandchildren. He gave you the wings that you needed to fly. He loved you and watched you soar. Bruce also loved his little dog Skoshi.

Each day Bruce celebrated life and was unafraid of death and when he knew the interferon drug was not doing any more good, he calmly told Wanda it was time to call Hospice. He knew as never before that God was in charge.

Bruce was a very inquisitive scholar. He had a great interest in theology and biblical studies. He could have taught many courses in theology. He was just that good. He also was a superb musician. He sang in his church and also played and wrote music.

He did not beat his own drum. He loved life, surrounded by his loved ones, his music and his faith. He went to death knowing that he had lived life to the fullest. He did it his way.

Respectfully, *Ken Ellis*

PAUL BOWERS

We are suffering a terrible loss. Paul passed on June 24th, 2002.

He was the finest of men: A devoted husband, father, grandfather and great-grandfather.

He flew from October 1942 to December 1980. He said they were the golden years of flight.

We miss him so much. *The Bowers family*

THOMAS J. HARKINS, JR.

Captain Tom Harkins passed away at his home in St. Augustine, FL on June 18, 2002, at the age of 73. Captain Harkins served his country in the US Navy from 1949-1955 as a "Hurricane Hunter" in patrol squadron 23 (VP-23) in Miami, FL and as a Naval flight instructor in Pensacola, FL.

After his service in the Navy, Tom was hired with United Airlines in 1955 based in Newark, NJ. His career at United spanned for more than 34 years, he enjoyed every minute of it. During his career at United he took a short leave of absence to fly the Caravelle for Transavia Holland Airlines throughout Europe (Transavia had purchased the Caravelles from United).

Tom retired off the B747 (then SFO based) in 1989. In his retirement he enjoyed traveling and sailing; as an active member in the St. Augustine Yacht Club he served three terms as the club's commodore.

Capt. Harkins is survived by his wife, Hilde Harkins of St. Augustine, FL; a daughter; Susan Harkins-Curry, two sons: Thomas Harkins, III and David Harkins, a sister, Kathy Harkins, and four grandchildren.

CURTIS KING, JR.

Curt flew west on Sunday, July 28, 2002. He was born on February 23, 1918.

He attended Aiken Preparatory School, Hotchkiss School, Yale University and the Boeing School of Aeronautics.

Flying airplanes was his passion in life. Curt took his first airplane ride at five, had his first flying lesson at fourteen, and received his pilot's license at sixteen. He flew charters, barnstormed and crop dusted until he went to work for United Air Lines in 1939. During World War II, he flew the Hump Run in Burma, receiving two Distinguished Flying Crosses and an Air Medal. He retired from United Airlines in 1978.

Curt was an avid hunter and trap shooter, serving two years as president of the Golden State Trap Association. He was the senior Ex-High Chief of the California Indians (a trap shooting organization), and a proud member of the Retired United Pilots Association.

Curt loved life and lived it his way. He loved his home and family and friends.

He is survived by his wife, Winnifred, and two children, Sandra Carpenter, and Curtis King, III, five grandchildren and three great-grandchildren. In lieu of flowers the family requests that donations be sent to either of the following:

Retired United Pilots Foundation
C/of Ted Bochniarz, Treasurer
11165 Regency Drive
Westchester, IL 60154-5638

ARCS FOUNDATION, INC.
Los Angeles Chapter
Gateway West
1801 Avenue of the Stars, #700
Los Angeles, CA 90067

MRS. MONDELL NIELSEN

Wife of William J. Nielsen: I'm sorry to report that my wife, Mondell, passed away last New Year's Eve. Her four-and-one-half-year fight with the big "C" is over!

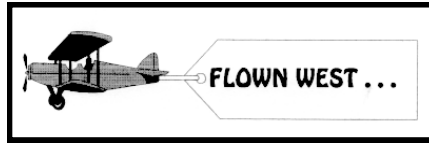
To all who make RUPA work, thanks. *Bill*

ROBERT E. (BOB) VAN HOUSEN

Captain Robert E. (Bob) Van Housen, 73, died on Thursday, August 8, 2002.

Bob had been in Mobile, AL visiting Lam's kids and grandchildren. He had returned to Florida and was driving from the Tampa Airport to his home in Anna Marie when he suffered a stroke, went off the road, and hit a tree and died instantly.

He was born December 18, 1928, in San Mateo, CA, and came to Manatee County 13 years ago from Bethany Beach, DE. He retired after 35 years as a pilot for United Airlines. He was a member of the Veterans of Foreign Wars. He retired as a Brigadier General in the Air Force Reserves. Survivors include a son, James C. Van Housen, daughters Karen B. DeLorenzo and Patricia Lynn Van Housen, stepdaughters Sally Bishop and Cheri Bentley, six grandchildren; and, two step grandchildren. Bob was buried in Arlington Cemetery.



| | |
|-------------------------------|------------------|
| James Bruce Alexander | 5/24/2002 |
| Francis B. Smith | 6/18/2002 |
| Thomas J. Harkins, Jr. | 6/18/2002 |
| Paul Bowers | 6/24/2002 |
| Curtis King, Jr. | 7/28/2002 |
| Robert E. Van Housen | 8/8/2002 |

** Indicates Non-Member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

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

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 941-793-5251
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant Country Club, Stuart*
561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. Oct 11 PHX Roadrunners—*Best Western Scottsdale Airport Airpark Suites*
480-948-1612
3rd Tue. DEN Good Ole Boys— 11:30am *American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-658-6168
3rd Tue. NE FL—*Spruce Creek CC* - 904-760-9736
3rd Tue. Dana Point CA—*Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—*Hacienda (Even Months) Billingsley's (Odd Months)*
310-821-6207
3rd Thu. Ohio Northcoasters—*TJ's Wooster (Always coed.)* - 330-262-5811
3rd Thu. SEA Gooneybirds—*Airport Marriott.* - 206-242-1242
3rd Thu So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896
3rd Thu. TPA Sundowners—*Cuzzins (odd mths. Stag)* - 727-787-5550

Quarterly Scheduled Lunches

- 1st Wed Feb, May, Aug, Nov. Chicago Area—*Itasca CC* - 630-832-3002
2nd Tue Jan, Apr, Jul, Oct. McHenry (ORD)—*Warsaw Inn* - 815-459-5314
3rd Wed Jan, Apr, Jul, Oct. Washington Area—*Belle Haven CC* - 540-338-4574

Deadline: September 18, 2002

Mailing: October 2, 2002



PERIODICALS

RUPANEWS

1104 BURKE LANE
FOSTER CITY CA 94404

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