



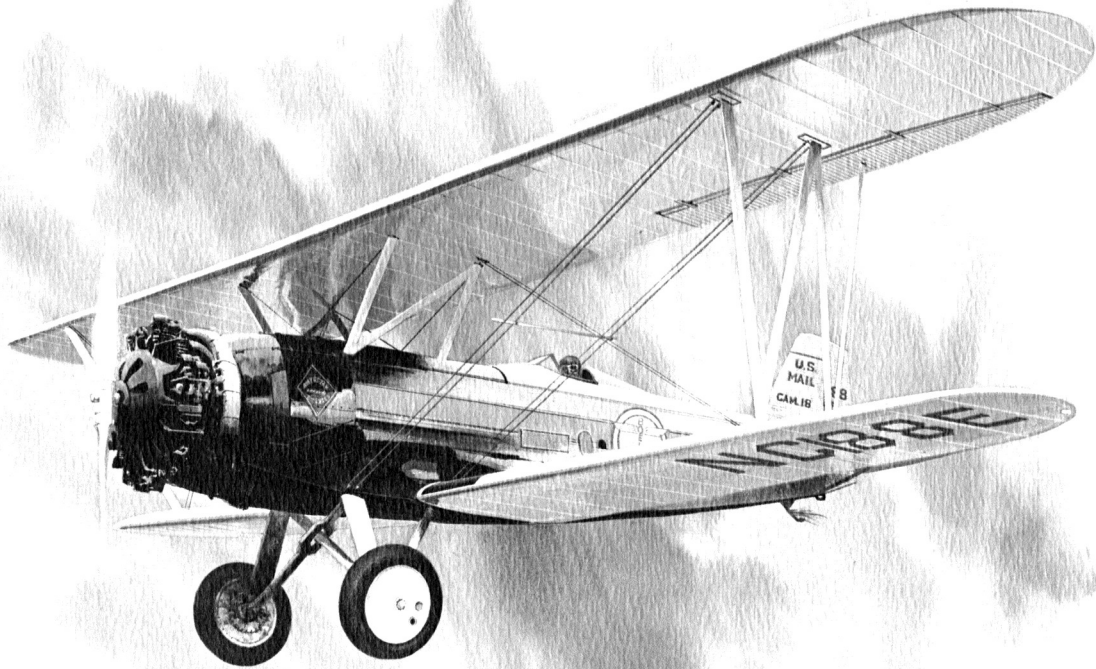
RUPANEWS

Journal of the Retired United Pilots Association

Volume 4 Number 10

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Nippon Gostoway

BOEING 95
1929 - 1930

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RUPANEWS

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The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let me know by one of the methods listed above and I will switch them.

Also

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

INFORMATION about Membership & Postage Fees:

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

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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

Listen UP!!!!

I put an article in last months *RUPANEWS* asking everyone to check that the information we have in the RUPA Directory is correct, but I didn't get many replies. I know for a fact that many of the email addresses are incorrect because Bruce tried to send a message to all those with email addresses, and got about 40% returned as being unable to deliver for one reason or another. Come on guys, it's not that hard to do. You can notify me via phone or FAX, 1-800-787-2429 or email, clevespring@attbi.com, and how about sending your letters via email instead of Post Office letters. *Cleve*

PRESIDENT'S MESSAGE

Fellow RUPArians, I have just a few items that I would like to cover this month. If you did not receive a supplement inserted into your copy of the September *RUPANEWS*, go to our web site at www.rupa.org. There you will find a button labeled "Chapter 11" That will take you to The United Pilot Pension Protection Committee website. You will then learn that a Committee has been formed to explore the impact of Chapter 11 on our benefits and to develop a strategy to protect them. Their website also has a brief explanation of retiree medical coverage and a Pension Termination Question and Answer section. Another segment of the website explains the Chapter 11 Bankruptcy Code. If you don't have a computer, go to your city library, and there you can get help in accessing their computers.

There is a new Interline Listing Tool available to us. The Star Alliance Partners, Lufthansa, Austrian Airlines, and Scandinavian SAS, have developed a new listing tool for standby travel and they are asking all UA employees/retirees using ID75, ID90, or ID95 discounts on the three carriers to begin using this procedure. You should go to www.flyzed.com and input: "UAL" for the user ID and "016" for the password. You can check schedules; list for flights, and change or cancel existing listings. If you do not have a computer or Internet access, call the individual carrier's reservations number, explain your situation and ask for assistance. However, since implementing this site, all three carriers have cut back on staff, so any assistance provided to those without Internet access will depend on the workload of their agents.

If you are going on the Cruise and would like to learn more about the Panama Canal, go to www.pancanal.com. There is a lot of history, pictures and a live camera shot of a lock in action. See you on the Cruise.

Remember to keep those cards and letters coming. Also, forward to Cleve any changes you may have for the upcoming 2003 roster. 'Nuff said. Fraternally, *Rich*

RUPANEWS AT THE SFO AIRPORT MUSEUM LIBRARY, Rich Bouska

On September 4th, I had the honor to accompany your Secretary / Treasurer, Cleve Spring in the presentation of 26 hard bound copies of the *RUPANEWS* to the San Francisco Airport Museum Library. Christine Harris, Librarian, accepted the gift on behalf of John H. Hill, Curator-in-Charge, of the San Francisco Airport Museums. Our Editor, Jock Savage, who unfortunately was unable to attend, arranged for the presentation.

The gift consists of a complete collection of all *RUPANEWS* copies published since 1962 through December 2001. Each of the more recent years' hardbound volumes consists of the twelve monthly issues published in that year. Each year a new volume will be added to the collection. Currently, one other set resides at the United museum in Denver.

The Museum Library is located in the new International Terminal on the departure level of the Airport. The library itself is a replica

of the original 1937 San Francisco Airport Terminal. The museum was able to obtain the original drawings of the terminal and many of the Art Deco details were included in its construction.

The next time you have some time to spend between flights at SFO, visit the Library. They have a very large collection of books and periodicals dating from the early 1900's to the present day. It's well worth the trip just to view the 1/4 scale model of a United DC-3 hanging from the ceiling.



2002 ALPA Council 12 Retirement & Recognition Party

DATE: Friday – November 8, 2002

TIME: 5:30/Social hour – Cash bar – 6:30/Dinner

PROGRAM: Retiree Recognition – Entertainment TBD

LOCATION: **The Westin O'Hare, 6100 River Road, Rosemont, IL 60018**
1-800-WESTIN-1 or (847) 698-6000

ROOM RATE: \$109.00 (plus tax) single or double (release date: October 18)

HOTEL SHUTTLE: Departs from the ORD Bus Shuttle Center every 15 minutes

ENTREES: Adobe Pork Chop with Demi Glace & Mango Marmalade – or –
Grilled Salmon Fillet with Orange-Ginger Sauce & Picante Relish – or –
Sautéed Faralle Pasta with Roasted Vegetables & Herbs and Basil Cream Sauce - vegetarian

MENU: Seasonal Field Greens with Red & Yellow Tomatoes, Sweet Chili Dressing, Julienne Carrots & Haricots Verts (Baby Green Beans) with Red Pepper Garnish, and Brown Cow Cheesecake w/ White Chocolate Sauce for dessert

Make check payable to: Council 12 Retirement Party
Mail check to: ALPA Council 12
2350 E. Devon Avenue, Suite #231, Des Plaines, IL 60018

2002 Dinner RSVP -- \$60.00 per person

RSVP Deadline – Wednesday – October 2

✂ *****

Pilot's Name: _____ **Entree Choice:** Pork __ Salmon __ Vegetarian __

IN WHAT YEAR WERE YOU HIRED? _____ **WHAT WAS YOUR RETIREMENT YEAR?** _____

Phone #: _____ **E-Mail Address:** _____

Spouse's or Guest's First & Last name: _____

Entree Choice: Pork __ Salmon __ Vegetarian __

Table Reservation for Retirement Dinner

Tables of up to 10 people may be reserved. Indicate below with whom you would like to sit.

For information regarding retirees, please contact: Ret. Capt. Bob Blackwell at (630) 325-2238 or leave a message at (630) 325-2236; Kevin Buchar, Council 12 Membership Chair at email: Kbuchar777@aol.com; or the Council 12 Office at (847) 297-2030 or email: ual12@CompuServe.com

DANA POINT RUPA LUNCH 9/17/2002

Our Luncheon is held the 3rd Tuesday of each month at 1200 *Wind and Sea Restaurant*, Dana Point Harbor. If you would like to come a little earlier, the staff is quite amenable to our group, even though this time of the year they usually do not open the Deck till 1200.

Great Group on the Deck: Ron Cordes, John Grant, Joe Udovich, Ted Simmons John Grady, Tony Testa , Park Ames (Didn't sit close enough to hear Park's jokes, well maybe next time), Pete Hansen, Bob Fuhrmann, Ed Judd, Bill Meyer, Carlos Bernhard, and Bill Rollins.

New to our Group were N.C. "Bob" Horne and Ray Mitchell. Welcome aboard Guys!

Ray retired from the line Dec 31, 1975. Initially he was a radio operator back in 1940 and from 1950 on, a navigator. Bob Horne retired 1980.

Ray brought up that the DC4 he flew from SFO to HNL was a 12-Hour flight with no wind consideration. Now we do turn-arounds to HNL in less time.

Lots of lively conversation on where we are heading, with UAL, Who knows? "Live in today and do the best damn job we can!" That was said to me by an active Pilot friend when the cockpit conversation got sour. *Ted*

DENVER GOOD OLE BOYS

Dick Wagner, Golden, CO 17 September 2002

We had 24 "Good Ole Boys" at today's luncheon and the stories sure flowed around the room. UAL Chapter 11 was on everyone's mind as well as the usual hangar flying. Capt. Ray White was our annual guest from Florida. I took over again as our new representative, Capt. Ted Wilkinson , was out of town.

We always meet the 3rd Tuesday of the month; 1130 hours at American Legion, Post #1, I-25 & Yale, one block east on the south side of Yale. Next luncheons: Oct. 15 & Nov. 19. Come on down. Those attending today were: Gary Gore, Dick Wagner, Bob Clipson, Maury Mahoney, Curly Baker, Bill Bates, Ray White, Al Snook, Jim Krasnu, Tom Gordon, George Maize, Edgar Riehl, John Thielen, Charles Fellows, Dave Johnson, Hal Meyer, Pat Murphy, Joe Kenney, Bill Hoygaard, R.O.Stewart, Bill Pearce, Frank McCurdy, Stanley Boehm, Jim Harris, Ed Schumacher, Babe James.

About the Cover: Boeing "Model 95"

The Boeing Model 95 was a fine example of supply and demand. When Boeing and United introduced the tri engine 80A to airline passenger service in 1929, they soon began to realize the emerging let's fly' attitude of the traveling American public.

As a result of this eagerness to fly, the newly acquired "stewardesses" found themselves catering to a passenger cabin filled with eager air-minded pioneers. Eighteen "full" seats meant less mail, less cargo, but not necessarily less revenue.

Not waiting to be caught between "a rock and a hard place:" Boeing set about to design an airplane specifically to carry mail, exactly what the Boeing 40A was designed to do just a year or so earlier.

Unlike the earlier "40" series, the "95" featured rounded wing-tips and a large degree of Interplane wing stagger. The built-up spruce wing outer panels were fabric-covered, but ailerons, aft fuselage, and tail-group were metal framed and covered with "Alclad" corrugated sheeting. Formed aluminum panels covered the forward fuselage and mail/cargo hatches.

National Air Transport and the Boeing System flew the "Ninety Five." Both later carried the United Airlines colors.

Technical Data:

Upper Wing Span:	44'3"	Payload:	1,600 lbs.
Lower Wing Span:	39'6"	Cruising Range:	520 miles
Length:	31'11"	Maximum Speed:	142 mph
Empty Weight:	3,200 lbs.	Price (at factory):	\$24,500

LAX LUNCHEON AT BILLINGSLEY'S SEPTEMBER 19, 2002

At 1130 we started drifting from the cocktail lounge to our private dining room. The following 24 were there for lunch. Rex May, Herb Goodrich, Jack Moore, John Joyce, Walt Tyler, Gerry Beyer, Jim Day, Bob Cross, Bob Kohler, Walt Albright, Butch Trembly, Bob Mosher, Mike Herriott, Dick Unander, Kin Coghagan and his wife Barbara, Ray Engel, Lee Cameron, Don McDermott, Ken Williams, Doug Rankin, Ron Matsuda, Jack Hanson and his wife Shirley. Since Rex May does not have a gavel, at 1200 he got our attention by rapping his knife against a coffee cup. Rex introduced Butch Trembly who was attending his first RUPA luncheon; Butch just retired August 10th. Butch gave us an update on his father Dusty, who is also a retired United pilot. Dusty is now 89 years old and is living at Lake Tahoe. Rex's comment was he flew with Dusty when Dusty was 59 and he thought being 59 years old made Dusty an old man and now looking at Butch, Rex said he is just a kid. How our perspective changes with time. Rex then told us to mark on our calendar that this year's Christmas Luncheon at the Hacienda Hotel will be the second Thursday in December which is the 12th.

Don McDermott then told us that for those of us that had been in the military the VA would provide hearing aids at no cost. Then it was the somber time to hear the names of the Los Angeles based pilots that had "Flown West". Doug Rankin told of Charlie Burbage who passed away August 30th at age 86. Charlie had been ill with Parkinson's disease. He is to be buried in Dunkirk, Ohio. He was hired 5/5/44 by Pennsylvania Central, forerunner of Capital Airlines. Rex then told of Wayne Hughes & Bob York, who also had "Flown West".

Now it was time to go back in the past with Lee Cameron, to a time when the DC-3 was the biggest airplane that United flew, Lee said that because they were carrying the US Mail the Captain carried a gun. That was until the DC-4 came along and then the mail was locked in the belly of the airplane. Lee went on to tell the story of a customer who "stole" the Taxi Cab the crew was to take and the Captain pulled out his gun and shot at the Cab and the bullet went thru the window. However it did not hit anyone. Don't forget all luncheons here in Los Angeles are Co-Ed. Till November from Billingsley's this is Doug Rankin

NORTH COAST FLIERS

With seniority being what it is, I am, at the request of our Grand Poobah, sending this report of our September assemblage. The Cleveland Crazies met at the usual time and place under the leadership of Captain Dick Orr. He gave us a report on an accident involving Captain Jerry Cox. Another driver blew a stop sign and T-boned Jerry's van at about 50 miles per hour. Fortunately seat belts and air bags worked as advertised, and Jerry is recovering well from superficial injuries. His email said that he would not make today's meeting, because it still hurts when he laughs.

The group decided today to **cancel the regular meeting in December** because of the proximity to the holidays, and because the Pintners wish to host a Cleveland Christmas party at their home on Sunday, December 1st. More details to follow. Also the Columbus Christmas party will be held in Granville at the home of Jim and Diane Snyder on Saturday, December 14th.

The late arrival today was "Commander" Don Karaiskos, who reported on the birth of his second grand daughter. Fortunately, we are told she resembles her Grandmother. The camaraderie and good humor flowed as usual, although we substituted quality for quantity today. In attendance were Dick Orr, along with his bride, Joann, Dave Crooks, Jack Heiszek, Rich McMakin, Ed Griffith, Dave Suits, Don Karaiskos, Jim Burrill, and your faithful scribe, Ken Wheeler. We were only one day late in celebrating Jim's birthday with a cake provided by our faithful Miss Vickie. October meeting will be same place, regular time.

Hummmmbly, *Ken Wheeler*

SAN DIEGO RUPA LUNCHEON

Our last meeting of the San Diego Rupa luncheon was held the second Tuesday of this month which is our regular monthly date, at 1200, at the *Quail Valley Inn* in San Marcos. Those present were Bill Lucas, Jr., Bob Sarnie, Dale Elliott, Pete Moyer, Hugh Wilson and our guest, Bob Grandon. We discussed the current problems with UAL. *Bob Bowman*

SEATTLE GOONEY BIRDS

The Seattle Gooney Birds monthly meeting was held at the Airport Marriott 9-19-02.

Doug Christensen reported on the latest fly-in of the "UAL Little Birds" to the air museum in McMinnville, Oregon. Ten aircraft carried 21 of their group where they received a complete tour of the Spruce Goose, inside and out. Everyone had a great time and he encourages all interested in their group to contact him at 253-839-8454.

Those attending were: Brent Revert, Mark Gilkey, Wes Olney, Fred Sindlinger, Gerry Pryde, Jim Chilton, Dan Jessup, Dean Turner, Ray Hanson, John Cordell, Chuck Westpfahl, Bill Brett, Alan Black, Howard Holder, John Turbeville, Ken Case, Curt Miles, Ed Gross, Dick Wiesner, Ralph Vrtacnik, Hank Kerr, Walt Fallon, Harv Beery, Vince Wormser, Doug Christensen, Jeff Roberts, Ray Dapp. *Brent Revert*

WASHINGTON AREA RUPA COED LUNCHEON

The Washington Area RUPA will meet for a COED lunch on October 16 at Belle Haven Country Club. Mark your calendars. Larry Grube, Dave Malone, Bill Nolan and Herb Pettitt have volunteered to arrange programs for our luncheons. With a mind to significant events which may take place in the coming days, they have asked Walt Clark, DCAFO Assistant Chief Pilot, to be our guest and to bring us up-to-date on the situation at UAL. Should you have suggestions for future programs, please contact one of these gentlemen. Also, mark your calendar for the Annual Flt. Ops./Council 11 Pig Roast on October 12th at the Flying Circus Aerodrome at Bealton, Virginia.

Gates open at 1400. At present I have no further details. The Flying Circus is located near Bealeton, Virginia on Route 644, off of route 17. It is 14 miles south of Warrenton and 22 miles north of Fredericksburg. Look for the Flying Circus sign and wind sock. *E.K. Williams*

SUE ROSS RETIREMENT— Senior FOSR at LAXFO

Sue retired after 42+ years on September 30, 2002. There is going to be a retirement party for Sue on November 8, 2002 at the *Proud Bird Restaurant*, LAX Airport, from 3pm to 8pm. Cost is \$40 for a buffet dinner and present. There will be a cash bar and plenty of party time. Come out and see all of your old friends.

Call these people for more information and/or reservations:

Michelle (310-342-8758 Work) or (310-540-9383 Home)

Jeannie (310-342-8747 Work—8am to 3pm)

Sue has always been one of the best, so let's have a good showing!

Retirement at Risk , By [Robert Kuttner](#)

Americans are facing a retirement crisis, and it comes in three parts. First, there is the Enron-style vulnerability of 401(k) plans. Unlike traditional retirement plans, the worker puts up most of the money and the worker takes most of the risk. When the holdings are concentrated in company stock, as in the Enron case, workers can lose everything.

But this is only the most extreme case. A much broader problem is the erosion of secure pension coverage generally. A generation ago, more than half of America's breadwinners had real ("defined benefit") pension coverage, guaranteeing a set pension check for life; since 1974, these pensions have been insured by the federal government. During the era between 1945 and about 1980, more Americans were retiring earlier and were also benefiting from more generous Social Security benefits.

In two decades, this progress has been thrown into reverse. Private pensions are less generous, less secure and less widespread. More Americans are retiring later, and many retired people are having to go back to work. Social Security is under assault from the privatizers. With the swooning stock market, Republicans in Congress, who only yesterday championed at least partial privatization, are now denying that they ever favored individual accounts at the expense of America's best loved social-insurance program.

This set of issues should be a natural for liberals and Democrats. In the recent past, Democrats were widely

accused of "demagoguing" when they warned that Republicans could not be trusted with Social Security. Now we have seen President Bush's \$1.35 trillion tax cut divert money partly intended for Al Gore's famous Social Security lockbox, as well as a Bush commission that proposed three variants on a privatization program.

Yet, if the Democrats are not careful, they could still squander one of their best issues. Protective pension legislation put forth by the Senate leadership is somewhat better than the House Republican bill (which would actually weaken worker protections). But the Democrats have not yet chosen to address the broader issue of dwindling pension coverage. If nothing else, protecting Social Security against the privatization onslaught, as well as shoring up its finances, should be in the Democrats' very DNA.

All that's required for this issue to take off is a little leadership. .

The American Prospect. 9-23-02

HEALTH CRISIS LOOMS AS LIFE EXPECTANCY SOARS

Average ageing forecasts far too low, say scientists

Western governments are drastically underestimating how long their citizens are likely to live, an oversight which threatens to put strains on the health, welfare and pensions systems of the developed world far more serious than previously envisaged, scientists warn today.

Until recently, the growing awareness that governments were, unwittingly, living a lie over life expectancy was largely confined to a small circle of specialist demographers. But the latest high-profile critique of scientific complacency on increasing average lifespans will be hard to ignore.

For years, scientists have been advising governments that the astonishing increases in life expectancy over the past century, which saw typical British male life spans go from 48 in 1901 to 75 in 2000 and female from 49 to 80, will not continue.

But in the journal *Science* today, two scientists from Cambridge and Rostock in Germany say there is every reason to think that life expectancy will go on increasing indefinitely.

By comparing differences in life expectancy between the world's wealthier countries, they conclude that as early as 2070, female life expectancy in the US could be as high as 101 years. The official US forecast for 2070 is only 83.9 years.

One of the scientists, James Vaupel of the Max Planck Institute for Demographic Research in Rostock, believes that a typical female baby born this year in France or Japan - the two countries with the greatest life expectancy - already has a 50/50 chance of living to be 100.

The *Science* paper gives no estimates for Britain. But using the same methodology, female life expectancy in Japan would reach 100 in 2060, with Britain following in 2085.

If true, the study has implications not just for pensions but for healthcare and social services, since there is no guarantee that average health span - the time people are free of chronic illness - will keep pace with average lifespan.

Government figures show that for men life expectancy went up from 70.9 to 74.6 between 1981 and 1997, but healthy life expectancy went up from 64.4 to 66.9. In women, the healthy life expectancy increase lagged a year behind life expectancy.

Last night Frank Field, Labour MP for Birkenhead and chairman of parliament's all-party committee on pensions, welcomed the report and called for an independent body to be set up, like the monetary policy committee which sets interest rates, to fix increased retirement ages.

"If you look at life expectancy in 1948, when the state pension was introduced, and take that as a reasonable length of time to receive a pension, you would have a retirement age of 74 today," he said.

On Wednesday the UK insurance firm AXA called for the retirement age to be raised to 70.

Dr Vaupel's co-author Jim Oeppen, of Cambridge University's Group for the History of Population and Social Structure, told the *Guardian* that at the moment the government predicts British male life expectancy will rise from 75 to 79 and female from 80 to 83 by 2025. Yet both these levels have already been reached by Japan. "So the government thinks we're only going to catch up with Japan's present position in 25 years time. That seems pessimistic to me," he said. "We have to strongly consider that current forecasts of the

elderly are actually too low. Not only will the numbers be greater, but there will be more at the older end of the scale."

In their paper, Oeppen and Vaupel describe the relentlessness of the increase in longevity since 1840 as "the most remarkable regularity of mass endeavour ever observed".

"Reductions in mortality should not be seen as a disconnected sequence of unrepeatable revolutions but rather as a regular stream of continuing progress... The details are complicated but the resultant straight line of life expectancy increase is simple."

Life expectancy is not the same as maximum lifespan, which is the oldest any human being has been proved to live, currently 122. Life expectancy is an average. In the 1880s many lived to their 60s and 70s, but almost a quarter of those born died before they were five, bringing down the average.

During the 20th century, a succession of scientists declared absolute limits to life expectancy. In 1928, the US demographer Louis Dublin said it was unlikely to exceed 64.75 years. However, non-Maori New Zealand women already had a life expectancy of 66.

In 1990, Dublin's successors said that without fundamental breakthroughs in controlling ageing itself, 50-year-olds could not expect to live longer than 35 more years. Six years later, Japanese women went through that barrier.

"The ignominious saga of life expectancy maxima is more than an exquisite case for historians intrigued by the foibles of science," write Oeppen and Vaupel. "Continuing belief in imminent limits is distorting public and private decision making.

"The officials responsible for making projections have recalcitrantly assumed that life expectancy will increase slowly and not much further. The official forecasts distort people's decisions about how much to save and when to retire. They give politicians license to postpone painful adjustments to social security and medical care systems."

The paper accuses colleagues of using "empirical misconceptions and specious theories" to reassure policy-makers.

Professor Alan Walker of Sheffield University, director of the Economic and Social Research Council's growing old programme, said the paper's conclusions were not news to him but, with the possible exception of Germany, were not yet being faced up to by governments. "They're right in saying there has been - not a conspiracy, but almost a self-fulfilling prophecy among demographers, where you self-cite your own work and call up your own consensus that life expectancy is finite, but it's not well-founded," he said.

"Policy makers are now just beginning to recognize the potential significance of increased life expectancy. It's not clear to me that the British policymaking process has fully adapted to this sort of finding, and it has to."

James Meek, science correspondent, Thursday May 09 2002, Copyright Guardian Newspapers Limited.

New Interline Listing Tool By Bruce McLeod – RUPA Webmaster

Three Star Alliance Members Develop New Interline Listing Tool for Standby Travel.

Our Star Alliance Partners LH/OS/and SK have developed a new listing tool for standby travel and they are asking all UA employees/retirees using ID75/ID90 or ID95 discounts on the three carriers to begin using this procedure. (I expect that other carriers will soon "join". Ed)

The information is available on "[SKYNET](#)" – sign in, then go to "Travel" (a link on left side of screen)- "Interline Travel Benefits" (middle column – bottom). "News & Updates" (bottom left) – "New Interline Listing Tool". Take it from there!!

IF YOU DO NOT HAVE A COMPUTER!!! Go to your local library (or "cyber" café), they will help you access SKYNET at < <https://united.intranet.ual.com> >. SKYNET is a secure site, requiring a current UA approved user ID and Password. If you are a first time user, instructions for access are on the first page – "click" on "HELP".

UAL CHAPTER 11 COMMITTEE

The URP3C Committee (at least the interim name, since that's how our website got built) has been busy for the past couple of weeks. Various interested individuals have researched a variety of issues, from the current bankruptcy code to how USAir's retirees are fairing in their bankruptcy to how our organization needs to be structured. We have tentatively selected an attorney with a major law firm in Chicago. He has agreed to work on our behalf while we are getting organized and in a position to raise the necessary funds.

We have been getting a lot of input (and some flack), pointing up the diverse interests of the retired pilot group. We recognize there is a wide divergence of risk between the recently retired and the older pilots. This includes such things as the level of non-qualified pension payments, the need for under age 65 health insurance, and the greater protections afforded older retirees by the PBGC. However we all have risk to a greater or lesser degree. As we move forward, we will try to base the cost of representation on the level of individual risk and remain vigilant that we don't disadvantage any constituency relative to another.

Finally, before we can really move forward, we need some assurance there is adequate interest to underwrite our efforts. We have discovered that less than half the recently retired pilots are members of RUPA. As a result, we are not reaching many of those who have the most at risk. We are depending on "word of mouth" or the digital equivalent to get in touch with the RUPA non-members. Call or e-mail your friends. Get them to fill out the form on our website (www.ualpilotpension.com), or collect the information and fill it out for them.

Dennis Dillon dcdgillon@compuserve.com

MORE ON CHELATION from Dick Sullivan

Jock, I was impressed and quite interested in the two articles on Chelation in the latest *RUPANEWS*. I appreciated your "we report, you decide" approach to the subject. I am sure that you and your readers know that the issue really is one of prevention vs crisis medicine.

We "patients" are as much responsible for the failures of the medical system that has been created, as the doctors are. We, just as the doctors, are oriented around the crisis end of the medical system. In crisis medicine, the main emphasis is placed on dealing with, and healing symptoms, instead of finding and dealing with the cause of the symptoms and preventing them.

How many doctors visited by all of your readers have sat them down on their first visit and told them, "Look, you seem to be in fair health, but I see some things that very well could develop into something more serious. I am going to give you some advice which you are free to take or not. My aim is to have you never have to come back to see me for anything more than a check up or some fine tuning." It just doesn't happen.

So, we just go our merry way, doing what we sense is really not all that good for us, knowing that if and when we begin to have "the crisis," the doctor will prescribe some pill or procedure that will relieve the symptoms. The doctors are stuck in this system, and the general public doesn't have time or interest to fight the system.

I read a quote in a book once, by a lawyer, no less. He said, "The patient is dumb and *kept* dumb, sick and *kept* sick, oppressed and *kept* oppressed, deprived and *kept* deprived, broke and *kept* broke."

In your *Consumer* article that was contrary to Chelation, it was mentioned that, "It's estimated that several hundred thousand people a year in the U.S. undergo Chelation therapy for heart disease, paying a non-reimbursable \$3000 to \$4000 for 20 or more intravenous treatments with a drug that removes minerals and heavy metals from the blood."

Using an average cost of an angiogram, an angioplasty, and finally a heart bypass of somewhere in the neighborhood of, say, \$50,000, the cost for those same people to have gone through those three procedures would be 30 BILLION DOLLARS.

This fact alone is the reason why the allopathic medical approach to heart disease denies, fights and degrades any reference to Chelation being of value in the reduction of heart attacks and related heart problems.

Realize also, that *Consumer Reports on Health* probably got most of its information from allopathic

sources.

I could rant and rave on this subject for quite a few more pages, but I won't.

I have had somewhere close to 50 chelation treatments. I took a blood test at the beginning to determine kidney function, cholesterol, etc. I had another blood test after 5 treatments and another at the 15 treatment point.

Why did I finally do it? I have been wanting to for years. At my retirement age of 67 I began to notice a slight difference in my performance as I mowed my lawn with my gas push mower. I didn't have any angina pain or even tightness of the chest. I just noticed a slight difference.

A friend of mine, who was a couple years older, had told me that as he drove long distances in his car, he noticed his accelerator foot would go numb. His doctor told him that it was just poor circulation and that there was really nothing they could do for it *at this stage* (I guess that they would just wait until his legs clogged up and they would just treat it as a crisis and cut the offending leg off.) He bee-lined to the nearest place he could find that would give him Chelation, and hasn't had any numbness since.

This same guy, by the way, had a complete physical this year from the Mayo Clinic. In the report, the girl told him that somewhere in the past 20 years he had had a very bad heart attack, but that the heart was doing o.k. She then asked him, "By the way, you have the arteries and heart valves of a baby, "What have you been doing?" He told her, "Chelation." And would you believe it, she returned with, "What's chelation?" I found out that a D.O. (Doctor of Osteopathy) here in the town where I lived, had just started giving Chelation. I couldn't wait to get in and start.

No complications, no sick reactions, no reactions of any kind. I even had some hair grow back on my legs. I thought that I had lost that leg hair from sitting all those years in a cockpit and wearing those uniform pants. We have a very large Cardiac Unit here in this town. I have actually queried some of the heart surgeons about Chelation. The normal response is, "It's quackery!"

In your article for Chelation, I recognized some of the "claims" for chelation that aren't always a given, but it all gets down to the fact that Chelation definitely will improve your circulation. And if you are not getting good circulation, you are not getting nutrition.

Personally, I would rather put out \$3000 (fearful, horrible non-reimbursable) of non-reimbursable money on the possibility that it would improve my leg circulation, heart angina and/or blockage by a proven, almost harmless, non-invasive procedure than take the chance of being one of the small percentage of the millions of people who go in for an invasive procedure and never come out alive.

It is interesting, that if you went in to your local hospital, and *if* they were to diagnose you with heavy metal poisoning, they would slap you into Chelation so fast it would make your head spin.

But if you show up with a chest pain, everyone goes into an angioplasty/bypass mode. And in reality, all the pain and expense could probably be avoided with Chelation. At least they should try the chelation first and then, if there is no improvement, do the more drastic stuff.

I think that there are two countries in Europe that actually require that Chelation be done before any heart operations are allowed.

But think of the \$\$\$\$\$\$\$\$\$\$ that our Doctors and hospitals would be gypped out of.

Sad, indeed.

Well, I have really spent too much time on this.

Hope I didn't bore you to death. But since I have sat among many, many people who claim that they would not be alive if it were not for Chelation, I thought I would share my experience.

Dick Sullivan, Retired UAL 1993

Thanks for your comments on the articles, Dick. As you noted, we tried to give just the facts and cannot for good legal reasons recommend that our members either undergo or avoid chelation. The best suggestion that I can give members is to have a good working relationship with their primary physician in planning treatment for their health maintenance. If they wish to undertake alternative medication, discuss it with him—at worst he'll point out deficiencies in the plan; one could die of a heart-attack before chelation became effective, for example. If he's unwilling to discuss the matter, get another doctor—you want a partner, not a dictator. Ed.

LETTERS

MERLE E. AKINS—PO Box 1293, Bothell, WA.98041 cleotoga80@msn.com

Dear Cleve, I'm so sorry my renewal payment is so very late. I've been quite busy helping to fund a new facility for Day Care at the local Senior Center. The effort is not too demanding but requires rather long hours and consequently all your normal activities are neglected. I'll try harder next year. Hope this is a successful year for all the personnel at the *RUPANEWS* and you have good trips. I haven't been on an airplane since last September. Maybe I'll get loose later and go somewhere. Take care, *Merle*

RALPH BARKSDALE—11 Canongate Ln, Highlands Ranch, CO 80130

Today is just another September day, but, on the other hand, it is a special day for me, having reached the age of 85 and also 25 years since my last flight on United Airlines. So much for the past. Now, I look forward to the future with great eagerness and anticipation as I continue to fit into each new day activities that will enrich my life in many ways: socially, mentally, and physically. Shirley, my wife, and I are members of the Gleneagles Village Retirement Community in Highlands Ranch, Douglas County, Colorado. We enjoy the many diverse programs offered by the various committees for the members. Shirley loves to swim, and is a member of the "Book Bunch", I still love the game of golf. A birdie now and then helps, as well as the three holes-in-one!

Shirley is an avid reader; novels, short stories, fiction or otherwise. Over the past 30 years she has written and been published many times – both fiction and non-fiction articles in McCall's magazine, Readers' Digest, Multnomah Publishers, Inc., as well as other publications.

We continue to enjoy life and look forward to reading the *RUPANEWS* from cover to cover.

Sincerely, *Ralph*

ALAN KATHY BLACK—11717 SE 228th Pl, Kent, WA 98031 blackbirds99@msn.com

Dear RUPA, Greetings from sunny Seattle where for the past two and a half years I have been flying

Lear Jets on medical evacuation and organ donation flights. The flying can be rigorous during winter in Alaska and the organ donation flights are often all-nighters. It is rewarding flying, knowing each flight is a chance to save or significantly improve another's life. The thought of working well past retirement did not seem very wise until recently. Now I feel reluctant to leave this job especially since George Johnson has also joined our pilot staff in the airline retiree contingent.

Both Kathy and I continue in vigorous good health and the light of our love still bums brightly three years into our marriage. We have enjoyed flights to Hong Kong and London along with visits to family back east.

I was moved, as I hope other readers were, by Cliff Sanderson's appeal on pages 7-8 of the September *RUPANEWS*. Surely gifts to our fellow retirees and their widows are at least as important as gifts to more traditional charities.

My sincerest thanks to the entire *RUPANEWS* staff for the outstanding service you perform.

I would appreciate hearing from old friends anytime, especially via email.

Best Wishes to All, *Alan*

MONTY K. BLATT—527 Shagbark Dr, Elgin, IL 60123

Thanks Cleve for the certificate and the RUPA pin. I enjoyed reading the various letters. Some of the fellows really have a knack for wit and humor.

I would like to publicly thank Doug Wilsman for the fine article on our pensions. It is obvious that he put a lot of time and effort into it, which is typical of Doug when he sets his mind to something.

Sincerely, *Monty*

DICK BOSTON—30715 Cedar Dr, Burlington, WI 53105

Dear Cleve, I enjoy the *RUPANEWS* and greatly appreciate the work and effort that goes into "making it happen". I would also like to add my thanks to the work that Doug Wilsman and others have done trying to keep us informed about the "what ifs" with the present UAL situation as it unfolds. George Mathes has been a great liaison for several of us in the area.

Nancy and I are still "year rounders" here in southern Wisconsin and are enjoying retirement here on the lake. Leukemia is presently in remission for

which I am grateful. Hello to all of our retired friends and our very best wishes to all of those still “flying the line”.

Thanks again to all responsible for getting the journal out to us. *Dick*

WILLIAM F. BRUM—8606 Rockdale Ln, Springfield, VA 22153 billbrumsr@aol.com
Cleve, I finally got “put out to pasture” flying my last trip on July 18, turning sixty on July 21, officially retiring August 1.

I will miss it all a lot, especially the people. Still, I feel that the age sixty rule is a good one. As the late Jerry Steil said many years ago, “It allows most everyone to retire with dignity.”

I have been so busy, as my cohorts warned me, that I am late with my check.

My apologies. *Bill*

GEORGE BUTZ—P.O. Box F, Marco Island, FL 341146

Dear Cleve: The *RUPANEWS* arrived yesterday with a reminder my annual postage is due this month. I am enclosing the check with this letter. We have had a quiet summer. We’ve had hot weather and not much rain up until now. We’ve been redoing some landscaping and we had our deck redone. The usual things that need doing every once in awhile.

You probably heard the voting didn’t go to well in Florida again. As one columnist said, we don’t know how to use our turn signals here, how are we supposed to know how to use computerized voting machines?

I am going to Shreveport, LA to a Berlin Airlift Reunion at the end of this month. I was at Barksdale AFB about 50 years ago and haven’t been back since. I will probably find a few changes.

Thanks again to everyone for their good work on the Newsletter. *GA Butz*

DONALD J. BYRNES—2409 Marshall Ct, Naperville, IL 60565

Hi Cleve, Here is a check for another year of the *RUPANEWS*. It has been a busy year for us. Grandkid number six arrived last winter and grandpa and grandma duties are keeping us young. Betty Lou and I celebrated our 40th year of wedded bliss, and I’m getting enough flying in our Cessna Bugsmasher to make me think I can still do it. Keep up the good work with the news. Your efforts are greatly appreciated. Best wishes, *Don*

ED CARROLL—7636 S. Bear Mtn, Littleton, CO 1946-1982 - ORD, LGA, IDL, EWR, DCA, EWR, DENFN, EWRFT, DENFT

Having had heart valve surgery, I've found the ensuing recovery period, while successful, to be confining and limited pretty much to TV and reading. The *RUPANEWS* was part of that reading and it was puzzling to find that a number of the group believe that the sole reason for the condition United is in was the fault of "incompetent management". My involvement in the formulation of the CLR program leads me to believe that other factors contribute when problems arise. Stubbornness, intransigence and apathy can mitigate against arriving at a solution to a problem - and not just in the cockpit. Just as an accident is usually the end result of a series of factors, I believe it shouldn't take much to recognize that more than one ingredient has contributed to United's position. The actions and even the inactions of different groups, factions, and individuals have exacerbated management's problems. The result of the destruction of the traveling public's confidence and reliance on United's service,



followed by the tragedy of 9/11 are evident. What should also be clear is that perpetuating an atmosphere of dislike and mistrust does not bode well for future cooperation. Actions such as celebrating '85 at picnics, etc., is reminiscent of the Hatfield's and the McCoy's in which future generations have to be reminded of why we "hate" them. One of the precepts of the CLR training was that in solving a problem, the optimum solution was to determine "what is right" not "who is right". Hopefully, some semblance of that can be achieved before the failure that befell Eastern. Frank Lorenzo was rightfully ousted, but in the battle, Eastern was lost. God forbid that such a Pyrrhic victory is the result on United.

It took a strong, viable company to enjoy the careers we had and the benefits we have today. May United, with the cooperation of all parties, continue to be such a company. *Ed Carroll*

Congratulations on your successful heart-valve surgery, Ed. Now to your letter.

At RUPANEWS, as members of a fraternal association, we try to discourage political infighting amongst ourselves - hence the apolitical adjuration from the BOD. Not printing your letter would leave me open to charges of undue censorship. Publishing your letter without some kind of comment would, however, tend to lend a seal of approval to it; therefore the following:

Let me deal with your issues point by point. The sole reason for United's dire straights is not management's, but it has a large responsibility to bear. I don't believe that it is "Monday-morning-quarterbacking" to have expected management to recognize that the aviation industry is undergoing a paradigm shift, and planned for the fact that it will not be in the future the industry it was in the past. Regrettably, CLR requires advocacy, which implies that someone will listen to it. Even before the Ferris days, pilots were told "You fly and we'll manage." We did just that, and look at the result, as pilot input (that UAL should stick to its core business) was studiously ignored by upper management.

I believe that United's pilots (and middle management) are second to none in the business in their professionalism (flying safe, efficient flights etc.) and, as employees, pilots have gone above and beyond their duty in giving assistance in work rules and pay. They, along with other employees, gave

back approx. \$5 billion for the ESOP, for which they gained essentially no control and lost their money in a few short years, as upper management frittered it away in one ill-considered scheme after another (USAir merger, Corporate jets, dot com investments etc.).

Your own history, Ed, naturally forms your view of United's history; so let me remind you that it was management, under Dick Ferris, that sought to remove ALPA from the premises, and that had ALPA not managed to prevail in 1985, United would most likely have gone bankrupt back then under the auspices of "Allegis", instead of merely threatening it now. The strike of 1985 was a watershed event for 94 percent of the pilots on the property at that time, who risked their futures to ensure the survival of a career as professional pilots at this airline, indeed, the survival of this airline for those who succeeded them. They have every right to have picnics and be proud of their actions in not scabbing our strike and thereby providing the countervailing power which unionism provides and which is ensuring the benefits that most of us have today.

Finally, Ed., there seems to be an implication in your letter that only management has the true best interests of the company at heart as against employee "stubbornness, intransigence and apathy" which militate against the good the best and the true.

*I'll stop now before I get too political, with the assurance that I am not picking on you - "Why can't we all just get along?" is a Rodney Kingism we all recognize as naive. Your timing in these days of Enron pension theft, general corporate culpability and ethical intransigence was just too unfortunate. Stay well, *Joek Savage*, Editor*

CHARLES T. CHAPMAN— 6233 Gerds Dr, San Jose, CA 95135

It is with sadness that I report that one more of our Retired Pilots, Orville O Figge, has picked up the 270 degree heading and is no longer with us. Known by his friends as Double 0 or Figge was a native of Illinois and did much of his fling for United out of Chicago. He was 88 a few months ago and was flying the DC-10 out of SFO when he retired in 1974. I did not know Figge on the Line but we became good friends after we both moved to The Villages here in San Jose. Our numerous activities here require numerous volunteers and Figge

assisted in many of these until a few years ago. He was afflicted with the dementia, Alzheimer's, a couple of years ago, and took a sharp decline a few months ago, ending when he died quietly in his sleep the night of September 11, 2002.

Item number two. With the assistance of many friends, I was boosted over the ninety--90 year hurdle in August. In many ways it does not seem that I have been retired 30 years. It has been five years since Ruthie died but the memories of her are still sharp. My biggest problem is the vision problem of Macular Degeneration, which has been with me for almost 15 years and there is no cure for the type that I am stuck with. The frustrations of low vision are many, as some of you well know, but you can always find someone with something worse. I can still locate the Golf Course, the gardens and the swimming pool and I am very grateful for the friends who give me a helping hand when needed. I will enclose the annual postage contribution and wish you well. *Chappie*

RAYMOND P. CLARK—6120 N. Beck Rd, Canton, MI 48187 w8kum@msn.com

Hi Cleve, Gotcha this year! Almost two months early and happy to do it. Appreciate the mailings with all the great info and updates. Concerned about UAL going bankrupt, but not losing any sleep over it. Wish I could do anything to help out, but not in the poker game anymore.

Kindest regards, *Raymond*

ROBERT E. CLIPSON—6841 Eastmoor Dr, Denver, CO 80237

Hi Cleve, Dues enclosed — Sold our Airstream this spring so traveling by auto — cannot put up with the hassle riding the airline. At 86 years still in good health. *Bob*

ROSCILLE COLBURN—980 S. Crook Rd, Fallon, NV 89406

Dear Cleve, Thank you all for keeping us abreast of the pension situation, a little scary! I know I can find ways to cut back and tighten my belt.

I've taken several trips this year to OGG, AUS and ORD. The attitude of the employees seems to be positive, although I sense they know they are on shaky ground.

The health news is appreciated. Flax seed ground, vitamin supplements, a healthy diet high in whole grains, fresh fruits and vegetables as well as regular exercise are so important.

Thank you again for all the news. Sincerely, *Rosille*

BARRY DAVIDSON—6 Queens Way, Lincolnshire, IL 60069 '66-'99 – EWR, ORD hipster3@juno.com

Hi Jock, The biggest event this year was our first grandchild - a beautiful healthy girl. You forget what tiny little people are like but quickly remember when you return to the baby routines. How lucky we are.

I did do that Elders hostel Normandy trip to France concerning D-Day and the Battle of Normandy. If one has an interest in that period of history, I would highly recommend the trip - well organized and executed.

Because of that, another Elderhostel trip to England is planned soon on the subject of WWII Intelligence. We had some additional travel including Kauai during the winter and a Clipper Line cruise up the New England Whaling ports from New York City to Halifax early summer.

Still healthy and energetic most of the time. Again, kudos to you and the workers on the newsletter. It is most enjoyed. *Barry*

DONALD E. DILL—9238 Calle Del Rey, Gilroy, CA 95020 sandycaptdon@aol.com

Dear Jock, Cleve, and All; It has been four years since my last flight. It's hard to believe that much time has flashed by. Sandy has been after me to get this letter out for several weeks. I finally got the time to sit down and get with it.

We have been very busy, as it seems everyone else is, with life after UAL. Much of my time is spent with the Elks Lodge. I'm the Leading Knight in the Gilroy Lodge this year, and it seems there is always something going on. Add to that my hobby of woodworking, taking care of the condo at the Mana Kai-Maui, and doing odd jobs for the family, and my time is about taken.

My parents are in failing health, and as most of us have found, it is a trying time for them and the whole family. Dad has been fighting cancer for the last six years. Now his system is just about to give out. Mom is almost blind and is getting worn out trying to take care of dad and herself. Aw, the Golden Years

It is frightening to hear the rumors about United's financial situation. Thanks to all of you who are giving us some of the straight scoop on the possible

ramifications for RUPA members. Keep up the good work. We who are inept in this area owe you a lot.

The check is on its way only two weeks late this year. By next year I should be on time.

Best Regards to All, *Don*

W. E. "Bill" DUNKLE—670 Camino Concordia, Camarillo, CA 93010

Hello Cleve, This is my birthday month and my overworked wife, Marty, is planning a party for eighty five. Eighty five is my new age. I keep wondering whether, if only fifty guests show up, I'm really forty four and a half. Asking Marty about this possibility doesn't seem to get much response. Maybe a sneer or two, but no real answers.

We were in McMinville Oregon the other day and spent some time at the air museum just outside of town. This is the location of the "Spruce Goose" and many other memorable aircraft. Among the displays is a United DC-3 that I'm sure many retired UAL pilots have flown.

On our way to Oregon, we stopped at Los Altos to visit our son Bill, and his wife Eve. After seven years of marriage their first baby had arrived and we were anxious to see the latest member of the family. Her name is Madison and, needless to say, she is the most beautiful baby on the planet. Maybe looks a little like me.

I keep remembering Curt King, who died the other day. We were classmates at the Boeing School of Aeronautics in 1937 and were friends from then on. He was everything a good man should be and I'll keep on remembering him for a long time to come.

Best regards, *Bill*

KEN ELLIS—27580 Mooncrest Dr, Carmel, CA 93923 SFO 2/56 to 10/89 831-659 4657

Diane and I are still on the road a lot in our "Rolling Condo". Have spent some time in Oregon around the Monaco Factory getting things fine-tuned. Have not flown since 9/11..Not that we are worried about it, but seems to be such a hassle that we prefer to take trips in our motor home. Nice having our own kitchen, bed, bathroom etc.

Will make this short and would like to thank all of you for your efforts. We do

enjoy reading the news.. Good Luck to you Cleve...Regards, Ken --- kndellis@earthlink.net

TOM EMERSON—3204 Dow Ave, Redondo Beach, CA 90278 LAX '65-'99 tomemerson@hotmail.com

Dear Cleve, Check enclosed, plus a little extra for the "folders and stuffers" fund. Three years retired and first time writing. No fun yet. Two low-back surgeries and am currently rehabbing last year's L4-S1 fusion. Thoroughly enjoy the *RUPANEWS* and usually read it cover to cover as soon as I get it. Especially enjoy the "been there, done that" articles. In that vein, I have a couple of things to include for your perusal.

First, like a lot of fellow RUPArians, my wife Judy (LAXSW '65-'90) and I have two residences which we co-inhabit. After two years of hassles with the USPS about forwarded mail, I got a third-party bill paying service called PayMyBills.com. It's done entirely online and I receive no paper bills, Up to thirty billers for \$10.95 per month. I have most of mine set up for auto-pay but you can set it up any way you want. The best thing is no paper bills. You can view any bill you want online and print out the ones you want to keep. Great service so far!!

Second, one of our residences is on the Island of Kauai in Hawaii. The State of Hawaii does have a State Income Tax but they DO NOT tax retirement income. Since our other residence is in California, and I am officially a resident of Hawaii, the money I save on California State Tax makes my house payment in Hawaii. Food for thought!!! *Tom*



DENNY B. ERICKSON—6015 Tierra Entrada,
N. Ft. Myers, FL 33903 LAXFO '66-'95

Hi Cleve, It's that time again, don't seem like seven years since I took early retirement. I manage to keep busy playing tennis 3-4 days a week and play golf once in a while. I also do some side jobs like painting or hanging wall paper. We take a few trips in the summer to get a break from the Florida heat. I do enjoy reading the *RUPANEWS*. Thanks for all your good work. *Denny*

KEN EVERSON—314 Narcissus Ave, Corona Del Mar, CA 92625 keveson1@juno.com
Eighty-one years old and still going, though not going particularly "strong". You notice I didn't say 81 years young. Cancer has plagued my advancing years and I am reminded frequently in a variety of ways that "young" is a thing of the past for me. However, I do still enjoy the few things my ageing old body will permit me to undertake. This past year Barbara and I have taken a couple of cruises (not too strenuous an activity) and participated in other family activities far and near. With 23 grandchildren reaching the marrying stage of life, you can imagine how many of those happy events require our presence, if not our direct participation... We welcomed our first great-grandchild, a beautiful baby girl named Kate, into the family this year and I keep a big picture of her smiling face on my computer desk to brighten up the days. We're proud to mention we have five wonderful grandsons serving throughout the world for two years as missionaries for our church and we will miss them at our family reunion in September.

I regret I am no longer flying the P6-E replica I have been test flying for the past couple of years. The testing largely complete, airplane has been placed in the March Air Force Museum and will be on display there. It is a beautiful little airplane and a pleasure to fly. Think of me when you pass it by on your next visit to that fine Museum.

I am saddened, of course, by the lack of civility in the world in general, and the aviation industry in particular. It just seems to me the need for multiple levels of security should not exist in what should be a peaceful, powerful society. Never in my wildest dreams did I think we would see the beautiful airplanes we all flew throughout our careers used for the purpose of making political statements or as tools of mass murder. I hope all are praying for "friendlier skies" and more humane conduct by

those who use terrorism as a tool to achieve their goals.

Barbara and I send our warmest regards to all RUPA members out there, especially those who work so hard to prepare this newsletter.

Fraternally, *Ken & Barbara*

PATRICK FLANAGAN—1460 Bermuda Cir,
Reno, NV 89509

Cleve: Like most of the letters from Reno, things are good here. Still have one house, one wife, and one airplane. I'd just like to mention the fun I'm having flying for the Washoe County Sheriffs Air Squadron, a Search and Rescue Unit. There are six retired United guys in the approximately 40-man outfit (Cronin, Diehl, de Peyster, Flanagan, Kettering and Whiteley). What I like is that we are all new sports in the unit. The old heads know these desert and mountain areas like their backyards and we have to eat a little crow sometimes to keep up. "Everybody knows where Molly's nipple is. Fer Chris' sake!"

Anyway, we take it seriously and do some good for the community while having a good time. Jim Whiteley flies a Sea Ray, so he can land on Pyramid Lake and other weird water spots while we are limited to the desert stuff. Good experience. Nice to be learning again.

Thanks for the great communication job. *Patrick*

JOSEPH L. GALBRAITH—PO Box 3621, Fremont, CA 94539

Dear Jock: Wow, that was a fast two years. My wife, Anadeane, and I just returned from an eighteen month mission for our church in Mongolia. We had an unforgettable experience. The Mongolian folks are delightful people and the bonds we established there will last forever. You might be interested to know that the folks in Mongolia were shocked and saddened by the events of 9/11. Many approached us with condolences and the hope that our wounds would heal quickly. They are basically a gentle people and were baffled by such violence. While we were there, we had very little information from the "outside world," (15 minutes of TV on 9/11 and e-mail from friends and family--and that was it.) so things look very different here to say the least. Reminds me of a few bleak days in 1985. I sincerely appreciate all those who work on the monthly *RUPANEWS*. I've gotten through all 18

issues and thoroughly enjoyed hearing about old friends and their families. I especially appreciate the health tips, pass information, and the work on the potential bankruptcy problems.

Thank you! Check's on the way. God bless. *Joe*
anadeane@galbraiths.org or joseph@galbraiths.org

DOROTHY GATES—9-3 Foxwood Dr, Pleasantville, NY 10570

Dear Jock, October 1st is coming up and that would have been Bill's 73rd birthday. Check for postage being mailed to Cleve today. I enjoy reading *RUPANEWS*...it seems like the only contact we widows have with UAL.

My thanks to all that put it out. Stay well. *Dorothy*

THOMAS M. GORDON JR—3210 S. County Rd 23, Loveland, CO 80537

Hi Cleve, Enclosed is my check for postage fees. So I can definitely say "the check's in the mail". A quick update. I'm still in Loveland, CO and still busy with church work. The last year hasn't been the best though. In October, I fell while working on a back deck. I straddled a 2x6 on edge with the landing crushing my urethra. I spent several months either standing or lying flat on my back. It has taken until now to get the plumbing back to working normally. I'm feeling good again now and finally getting things done again. My wife, Cindi, is still flying the "Friendly Skies" (?). Our youngest kid left home a couple of months ago. However, our youngest grandchild is here much of the time (he keeps us young). I still work with the EAA Airshow at Oshkosh and with JLFC (formation flight training and checking). Life isn't boring. It appears the rest of the year will be most interesting with UAL's latest announcements concerning financial matters. Till later, *Tom*

CONRAD W. HAMILTON—3306 Montessori Pl, Pensacola, FL 32504

Cleve, Check for postage is enclosed. Great publication, *RUPANEWS*.

One year retired now. Miss the folks at United, but am really enjoying not having to show up for a

trip.

Loving life in Pensacola, FL with my wife and seven-year-old daughter. Sincerely, *Conrad*

JIM & JAN HIGBEA—1011 Grant Pl, Wauconda, IL 60084 jjhigbea@juno.com

Too soon get old, too late smart, still have my ESOP shares....

Splitting time between the new lake house in Crawfordsville, IN and the little house with lake rights on Bangs Lake in Wauconda, IL, plus a couple of months on Maui. Sure helps the winter fly by. Logging PIC time in the C-182 keeps my little toe in aviation, although security sure is loose at those GA airports. You can just walk right up and crawl in, no ID badge of anything!

Keep those cards and letters coming. Note the new address above. *Jim*

BOB & CAROLYN KELLY—8411-F Crystal Springs Rd, Woodstock, IL 60098 ualcap-tret@aol.com

Dear Jock, I haven't written in a couple of years. Compared to 9/11 anything about our lives would have paled in comparison. In addition we also lost a couple of good friends, so it was not the time to write.

This past January we were in London again with relatives, a wonderful time to travel space available. London is like a second home to us. Ever since the 727 days being based at Heathrow. On March 23rd, granddaughter Emma Marie, was born and has given us much pleasure. Our visits to



California have become more frequent now. Early March we had a wonderful trip to Florida to visit the Stegers. Jim McCusker borrowed a friend's Baron for our trip and I didn't realize how many gallons it takes just to fill one wing. I can still hear the gas pump clicking off those gallons in my dreams.

Several weeks ago, late one evening, I was offered two positions with UAL. One was chief pilot at ORD and the other was 747 Fleet Manager. I couldn't understand their rationale because I had been retired six years. Then I woke up to go to the bathroom.

It's interesting to read about who's first. I am having the same problem with my two young grandsons who always want to be first. When the foot stomping and the whining get a bit too much they have to sit in the corner. I tell them the story about those two old codgers in Florida who both thought they were number one.

Our very best to our dear airline friends. *Bob & Carolyn*

DONALD F. KING—4475 Osage Dr, Boulder, CO 80303

Hi Cleve, On my calendar for 9-11-01 there was a note to pay the RUPA dues. Ellie was in St. Paul, MN to help staff our granddaughter's hospital room 24-7 after brain tumor surgery. I drove up to pick her up, the granddaughter recovered *very* well. Ellie then had back surgery on 1-2-02 and I had my first of five trips to the Cath. Lab in February. Last time was in July, everything now going well. Then Ellie had a knee replaced in May and the other will be 9-4-02. It has been *some year*. Thanks, *Don*

DON KRUEGER—3701 Sea Cliff, Santa Ana, CA 92704, donkrueg@yahoo.com

It is already a year since the 9/11 tragedy and as the anniversary approaches it will begin to dominate the news services. I would hope the memory remains vivid throughout the land hut memories always dim with the passage of time unless an effort is made to keep them alive.

Many of us had the pleasure of admiring NY's grand skyline from our cockpits and I for one was always in awe. The Towers dominated the skyline and identified New York City even more than the Empire State Building. I was up early on 9/11 and watched the tragedy unfold on TV from the onset.

The feeling of helplessness was overwhelming. As I watched in disbelief I would often feel a tear on my cheek and look around to see if anyone had noticed. I wasn't the only one with moist eyes and the despair lasted through the following days as reruns were played over and over.

SKIP & JEANNE LAROCQUE—22795 Royal Crown Ter., Boca Raton, FL 33433

Year eight of retirement has come and gone, and none too soon. It almost turned out to be "the year to forget".

Labor Day came and we attended the funeral of "Summer 2001" on the boardwalk in Bethany Beach. Eight days later we watched with horror the events that changed our lives and our industry forever. The end of September we put the Bethany Beach house up for sale, closed it up, headed south and arrived in Boca Raton in time for the beginning of the tennis and bowling seasons.

In November, the Bethany Beach house was sold. Still can't believe what a great inve\$\$\$tment it turned out to be.

Jeanne's mother had an accident in her apartment, was hospitalized, and then went to a rehab center. We drove to Virginia, sprung her from the rehab center, celebrated Thanksgiving with her, and drove back to Florida. Three days later we were at sea on a Panama Canal cruise with friends from our community.

In December we were on the road again driving to Virginia to spend Christmas with the family. After Christmas we drove to Bethany Beach to empty out the beach house. That was fun; every day it was 30 degrees and every night it was 20 degrees. Bethany Beach was celebrating its centennial, so we got to go to a great New Year's Eve party. New Year's Day we went to the beach to watch the "polar bears" take a swim in the Atlantic Ocean. Five days later we were driving to Florida with an SUV and trailer full of personal possessions.

In February, the "team tennis" season ended. Our "grand slam team" finished in 1st place and our "senior team" finished in 2nd place.

March was a quiet month; somehow it knew what was coming! In April, things started to come apart at the seams! My mother was diagnosed with C.O.P.D. ([chronic obstructive pulmonary disease). She was on oxygen 24 hours a day and always tired.

In May, Jeanne's mother got very sick, so we flew to Virginia to take care of her. She needed constant care and wasn't getting better, so we had to do the Medicaid drill. She was hospitalized, screened for long term care, and put in a nursing home. Getting the necessary paper work completed to apply for Medicaid is a story in itself. That was a nightmare! We started cleaning out her apartment and pitching "things" that had been saved for 14 years, getting ready to empty her apartment and terminate her lease. Then the miracle recovery occurred!! In June, she regained her health, could not be certified for long term care in a nursing home under Medicaid, so she returned to her apartment. Back to square one!

In July, we went on a 4 week vacation. We were driving to Massachusetts when we got the word my mother was taken to a nursing home. When we got there, we found a very sick woman who needed 24 hour care. We made plans to return in August to empty her apartment and terminate her lease ([sound familiar? - standby!]). We did attend a family wedding, which was the first enjoyable event that happened to us in three months. Drove to Virginia for a short visit with the family, and made the Washington RUPA luncheon. Enjoyed talking with friends I hadn't seen in a few years. Then on to Bethany Beach for a week's vacation. We arrived just in time to be hammered by a line of thunderstorms that dumped 6 inches of rain on us in four-hours. We did have a good week at the beach. Played a lot of tennis and enjoyed the company of good friends.

Left Bethany and headed south visiting old friends in Southport, NC, Myrtle Beach, SC, Hilton Head, SC, and New Smyrna Beach, FL, arriving in Boca Raton in early August. A week later I received word my mother was off oxygen, able to take care of herself, and returning to her apartment - miracle recovery number two!! The big turn around was due to proper care and being put on an automatic inhaler 3 times a day.

Jeanne and I did get to celebrate my 68th birthday at a very nice restaurant on the beach watching the breakers roll in, and being thankful the year ended on an up-beat. With all the "ups & downs", Jeanne and I managed to stay in good health, and hope it continues in the coming year. Regards to all! Tail winds, *Skip*

KEN LEDWITH—310 Cardiff Ct, Roseville, CA 95746 kledwithsfo@yahoo.com

Hi Jock: UAL can't seem to make money but the loads were so heavy that it took us four days to get out of BKK last month. Finally got seats on TG to get to NRT. Lets hope that the new CEO is able to turn around the inept management and get the company headed in the right direction.

Hope your health is better and that you continue to write for the San Mateo *Labor* paper. Your articles are insightful and interesting. *[Still on O2 24/7, but with hopes things may improve—feel well otherwise, if a bit tired. Labor has promised my contributing editor slot as long as I want it. JJ]*

Next week we will be going to DEN for Sam O'Daniel's retirement party. He is the last in my new hire class. (09/15/64).

The June 26, 1964 issue of *Time* magazine has an article about the airlines hiring pilots which features my class looking at a R3350 at the old hanger in TK. Also mentions that salaries up to \$35,000 are possible for senior pilots. Lot of water under the bridge since that article. *Ken*

BOB LEONARD—4N085 Thornly Rd, St. Charles, IL 60174 - Dec '59 – Aug '92 ORD, SFO
The check to Cleve and this letter are, as usual, a month late. I must be having a good time and keeping busy in retirement (both true). No big trips this year, but enjoyed our usual two months at our condo in Kona. We were there during the attacks on 9/11/01 doing our Fall maintenance and were very busy putting a picture window in with the help of a carpenter. Being busy with our hands kept us from the paralysis of watching those beautiful planes crash over and over. We went back to Kona for February and March.

We enjoyed our annual trip to The Shaw Festival at Niagara on the Lake, Ontario in August and just got back from a five day nature "Roosevelt Rendezvous" in Yellowstone Park. Luckily my bride, Joan, saved her leg-breaking incident (a collision on a local bike path) until today, as we did lots of hiking while seeing almost every species inhabiting the Park. Our planned Fall trips are hereby postponed. We still are looking forward to a big Christmas family trip, however.

Activities include chairmanships of the local Kiwanis Club membership committee and of the St. Charles River Corridor committee. We are planning

major riverfront improvements and are entering the fundraising phase. I join all our distinguished alumni in hoping our great company stays aloft.

Bob

PW (BILL) LUCIUS—920 Anatra Ct, Carlsbad, CA 92009

Sorry Cleve; I hope tardiness on my part doesn't execute a dunning letter on your part. "E Check is Executing". Down here on the beach at Carlsbad, CA things are a lot slower paced from the Bay area. Thought I'd get away from the fray....Fat Chance. The last thing I asked of the Chief pilot is that now that I trained my replacement and gave you our first and only born, "That Check Better Be Good". Some how he's always out and no email connection works. Hummm!

On a positive I feel the new will prevail and work the kinks out and bring out the great parts UAL has to offer the Air Transportation system. Ain't gonna be easy, but the more cherished achievements are the most challenging.

Can't believe it's been two years since R-day. Finally have our new digs a little presentable so that we can start the Odysseys of Retirement i.e. RVing, Water Endeavors, see you on the Cruise?, and a few Air Sports "Watch This?"



Attended my first luncheon with the San Diego Co. gang. It was great getting acquainted with the RUPA connection down here. Small group so everybody gets their War Stories heard in the allotted time.

I wish the best for Us all in the coming days and years.

Fraternally, **Bill** Down Here with the Donkeys near Tijuana.

DAVID B. MALONE—8907 Hazel Dr, Manassas, VA 20110 malonhouse67@aol.com

Dear Cleve: I hope RUPA will suspend the newsletter rule about allowing only social commentary during these difficult times. The RUPA newsletter is the only practical way we have of contacting other pilots about matters of importance.

The reason I dropped my RUPA membership earlier was because you didn't print a letter I wrote. The letter stated that I was concerned about the Long Term Insurance from Sentry Life Insurance Company that ALPA praised so highly and sold to many of us. Sentry stopped selling the insurance and bumped the price up twice.

I keep wondering what is going to happen to the final few survivors if the allocated money runs out. I have written the company and ALPA national but am receiving no assurances from either.

I would like to hear from any UAL pilot/retirees who have this insurance. I think it is time we hired our own attorney to seek a commitment from Sentry about what will happen as the fund is used up. Sincerely, **David** 703-361-4286

David, I don't recall the circumstances of your letter, but am glad you decided to rejoin us. As you can note from the last couple of issues and the rupaweb, we are offering such assistance as is commensurate with our charter—our mailing list, for example, to the group investigating the possibility of incorporating to seek pension protection in the event UAL declares bankruptcy. Anything that is of greatest benefit to the greatest number we will assist as we can. Ed.

ROGER C. MARTIN—412 Heliotrope Ave, Corona Del Mar, CA 92625 '69-'02

It's official this time. The first time was for medical retirement that started in 1984 with my return to work in 1990. I joined RUPA in 1984.

I started as a G.I.B. on the B-737 and retired as a

Captain on the 747-400. I retired in August, 2002, do I miss it? NO, will I miss it? NO. Time to move on and enjoy life. *Roger, AKA Buck*

HOLBROOK MASLEN—120 Horizon Dr, Boise, ID 83702

Hi everyone: Getting ready for Reno next week. Taking "Judy" #44 of the formula R one class. The Yak won't go this year, needs paint and me to go back through rookie school. Ev and I bought a 150 acre ranch on the Snake River. We are building a log home plus a 5,000 ft runway, a place for my 20 aircraft. Spent most of the summer instructing flying the back country out of McCall. Last month took a cruise on the *Amsterdam* to Alaska. Finished up the D-18 in Goodland, KS and got her home.

JOHN V MC NAMARA—201 Sea Coast Ln, Ponte Vedra Beach, FL 32082

Dear Cleve, As a most recently retired 777 Capt. Out of ORD, I enjoyed reading my very first *RUPANEWS*. Accordingly, enclosed is my membership fee and yearly postage fee. Thanks to a soon-to-be-retired 747 ORD Capt., George Braun and a retired 777 ORD Capt. Denny Keast (sp?), I enjoyed a one-leg retirement flight SFO-ORD just one day before my 60th birthday. Their efforts on my behalf made for a most pleasant exit.

Finally, thanks to yourself and others who make *RUPANEWS* so enjoyable to read.
Regards, *Mac*

WALT MC NAMARA— PO Box 12748, New Bern, NC 28561

Patrick Flanagan's letter in the *RUPANEWS*, July issue pretty well nailed it regarding seniority. It's funny how only the most senior need to have that explained. I marveled at Patrick's self-restraint in his response. Never once did he use the word "insufferable". Nicely done Patrick.

As I write this, it looks as if United is getting serious about going into bankruptcy. If, in fact, bankruptcy is in the cards, it certainly is a sad turn of events for a proud company

I've been enjoying my number one seniority on my 1947 Republic Seabee flying it around northern NY and New England this summer. So many lakes and rivers, so little time.

My thanks to the F & S'ers. And - thanks again to

all of those who worked so hard for all of -us.

WILLIAM R. MONFORT, JR—PO Box 1413, Holmes Beach, FL 34218 wrmonfort@aol.com
Hello Jock, Two years in to retirement already. Spreading my time between MFR and TPA. Recently acquired a sailing catamaran and plan to live aboard and do some coastal cruising down through the Keys and beyond. Enjoy the magazine very much. Thanks for the effort all you guys put into it.
Bill

CHUCK & MARGE MUHI—3518 Sarah Ann Dr, Fallbrook, CA 92028 '68-'94 JFK, LAX, EWR, CLE, LAX, B-day # 68

Dear Cleve, Lot cooler digs here in Fallbrook than Temecula. I can actually work in the garage during the summer on my R/C airplanes. Presently working on an N3N. Have picked up the trombone again (after 50 odd years) and enjoy listening to myself play oldies but goodies.

One Daughter lives in Temecula and another in Carlsbad. They have super husbands and two children each and we enjoy them all so much. At this time in my life, it is interesting looking back on one's own career and over the choices made. Retirement is great and thanks to all who have made it that way. Fibromyalgia is the pits. *Chuck*

RICHARD R. NICHOLSON—1862 Grosse Pointe Cir, Hanover Park, IL 60103 '65-'91 Den, ORD, JFK

Dear Cleve & Jock, Nothing new here. Cancer is still in remission.

Twelve years retired and hoping the company (UAL) stays in business, as is everybody else! Magazine is better every issue thanks to all the people who work so hard. *Dick*

TED O'MALLEY—11586 E. Stallion Dr, Parker, CO 80138

Hi Cleve, Retired May 1st on the 757 after 35 years. I left four months early to enjoy the good life. The 185 is on floats for the summer in Alaska. Will be going back to wheels next week and returning to Colorado. Hope to fly the Mackenzie River in the NWT of Canada.

Attended Oshkosh this July for the first time. Awesome! My wife, Sue, flew us there in her 172. She did a great job, despite her co-pilot who just would-

n't shut up.

Looking forward to staying in touch through the RUPA activities and a great newsletter. Sure appreciate all the efforts that make it possible. *Ted*

DENNY OWENS--P.O. Box 1156, Novato, CA 94948 11/65-8/98--SFO (occasionally LAX)
a101der@futureone.com

Dear Colleagues, Having recovered from another birthday, it's time to once again to thank those who make the *RUPANEWS* a reality! I do appreciate the time and special effort that went into preparing the report on pensions and bankruptcy; hats off to Doug Wilsman for his superb work and all those it took to get it on the website, etc.

The Caterpillar Club letters are especially interesting. I am not a member, but I would have been had I had a 0/0 ejection seat, while my aircraft was sliding down the runway on fire with a couple of live missiles burning underneath!

As I read each issue of the News, I am always amazed at the vim and vigor of so many of the old f--ts that retired before me! Thanks to them I am able to live vicariously through: Thousand mile bicycle tours of the Continent, maintaining homes in three countries, running multi million dollar businesses, being married to astronauts etc. etc. The closest my bride ever came to being an astronaut was offering to send me 'on a trip to the moon' ala the "Honeymooners".

Life is good here in Marvelous Marin. My wife puts a hot meal on the table five nights a week, none of my children are in jail or on hard drugs, I have a woman who loves me (as near as a man can tell), two happy healthy grandsons, and the ol prostate works just like it did when I was twenty (as near as I remember).

All the best and regards to all, *Denny*

ELIZABETH PETERSON—1535 Castlerock Ave. #44, Wenatchee, WA 98801

There's nothing much of excitement to write about going on here! It seems impossible John has been gone for 24 years; however, receiving the *RUPANEWS* remains a very positive link to those wonderful years. The effort and time for it's publication is sincerely appreciated.

If prayers would or could make a difference in the tide of time, my continued prayers are focused on the solvency of UAL and RUPA. God bless, *Elizabeth*

RUPA's solvency is assured through careful husbanding of resources—UAL's a different story. Ed

JOHN G. POWERS—185 Chinquapin Ave, Carlsbad, CA 92008 kyelsa@msn.com

Dear Jock... Near thirteen years since last signed the log book. In that period I lost my wife of 43 years, Diana, in 1995. Just over two years ago Capt Jim and Donna Shaffer introduced me to a lovely acquaintance of theirs, Karin. In December 02 we will have our second anniversary.

We divide our time between the beach (Carlsbad, CA), the desert (Palm Desert, CA), and the mountains (Mammoth Lakes, CA). It is an active life style that we both enjoy: hiking , mountain and road biking, skiing and some very bad tennis. Am beginning to like the activities where you do not keep score.

Since leaving Washington State I have not used my CFIG license but have continued to tow for the Lake Elsinore Soaring Club. The CFIG work was very satisfying in WA, with Evergreen Soaring at the Arlington airport. All ages and genders and an enthusiastic group.

For the past fifty years, since separation from USAF active duty I have been carting about a complete/near complete set of WAC charts covering the 48 states. In addition five copies of seat pocket "Air Atlas" date of 1974 from UAL, UAL travel brochure from 1950, UAL system schedule of 1956. Would like to donate to some worthwhile cause, any ideas out there?

Check to Cleve. *John*

STAN RUDEEN—8622 Five Parks Dr, Arvada, CO 80005 RCaptStan@cs.com

Moving to the above address in a few weeks after 35 years at our previous address. (Post Office accepting and holding mail now). Took weeks to separate the wheat from the chaff.

Moving to a new subdivision with a relatively new concept: New Urbanism. There is a central village with small shops, pool, club building surrounded by patio homes as well as single family homes. The patio homes have front porches but no driveway or garage in front. Instead, the garage is entered from an alley in back. Perhaps this pedestrian-friendly idea will promote friendships like the 1940's. Sold the old house four months before the new one is finished and had to spend the hot summer at the

cabin in the woods at 8,500 ft.

Thankful to report no new surgeries; Kaiser is now taking good care of us. By February, Betty and I will have grandchildren in double figures; a perfect 10, and all in Colorado. Thanks to young Sam O'Daniel, the class of 6-15-64 is now retired. Were we that important to the success of the airline? Thanks again to those who do the News. *Stan*

LEON SCARBROUGH--20910 Burndale Rd, Sonoma, CA, 95476 VickyJune@aol.com, SFO '67-'98

After reading the first letter of the September 2002 issue of RUPA, I said to myself, just send a letter saying "ditto," and that goes for most of the letters in the mag. For myself, and starting my 5th year of retirement, I have had pretty good health, had lots of first class travel (thanks to my booking guru who checks loads for us), and, in this last year, trips to FRA and SYD.

Vicky and hers and mine are all doing fine, with four grandkids so far. Flying is almost a thing of the past, with a few flights in a Baron, Super Cub, and a free demo ride in a Cessna Citation CJ-1. Went along for the ride and ended up flying the last 1/3 of the flight, including the landing. New electronics on the CJ-1 are very, very nice. Thanks much to all who make this possibly the best retirement organization. *Leon*

ROBERT J. SCHMIEDELER—12319 Baltimore Ave, Kansas City, MO 64145
Bschiemiedeler@aol.com

The first time in years I've sent in my letter on my birth month. NO cheering please. The last year has been very busy, seeing Doctors, inspecting hospitals from a gurney, going to the pharmacy to pick up pills, complaining to Melanie about being 80 [eighty] can't believe it [the years] went by that fast. At any rate I'm still here and doing reasonably. *Bob*

ROBERT E. SCHNEIDER— PO Box 128, Miamiville, OH 45147 poobearsleepy@yahoo.com ORDFO '68-'93
Dear Cleve, The check really is in the mail. As the editor, publisher and stuffer for my 70-member Classic British Motorcycle Club, my mind boggles at the effort required to put out RUPANEWS. Thank you all. ORDFO

retiree, Dave Garten, (1967-2000) and I are the only known UAL retirees in the second largest Delta hub (CVG). I see some familiar faces several times a year when I get to the ORD retirees lunch functions. *Bob*

LANE SHOWALTER—5687 Yerba Anita Dr, San Diego, CA 92115

Dear Cleve, Sorry, late again. Thanks for your patience, as always!

All is well with us. Enjoying new grandson (21 months old). Just back from a trip to Denali, AK, beautiful! Thank you for all your hard work. *Lane*

DONALD J. SOBEY—120 Oro Valley Dr, Oro Valley, AZ 85737 Miatablue@msn.com

Dear Cleve, My tenth year of retirement is here. You do the math. No longer a SEXagenarian, but a septuagenarian.

The year has been good. Golf still at a 6 to 7 and enjoying our annual cruise to somewhere although it is getting difficult to find places to go that don't involve long flights. I did spend a few weeks in Spain this spring with one of my first students from USAF flight school who is also retired from the airline game. (Iberia). - I must say that Iberia took superb care of this old goat, as I got 1st class both ways on a complimentary move up. The new toy, a Miata sports car, offers us the chance to meet interesting friends who also enjoy driving their little roadsters on trips and rallies. Land based navigation can be a challenge but the speed differential helps as one gets older. Good luck to all at UAL! Keep it flying!

Regards, *Don*



CLEVE G. SPRING—1104 Burke Ln, Foster City, CA 94404

On September 26 I reached that 70 mark. Like everyone else, I can't believe how fast the years have passed. It seems that the older you get the faster you get older. In fact, Rose and I will celebrate our 25th Wedding Anniversary next April, for those of you who said it wouldn't last.

The other Gliding Geezers and I made our bi-monthly trips to Hawaii to do some "soaring and pouring." We have a great time over there and enjoy visiting the many friends that we have made over the years.

Rose and I had a great trip to Hungary in July. We were invited to accompany a good friend and her daughter, who are Hungarian, and we all had the use of a very nice apartment in Budapest. We were treated to a royal tour of Budapest and the surrounding countryside. We were entertained in private homes ranging from the most modest to the most elegant, and the hospitality was always spectacular. We only ate in restaurants three times in ten days. (Heaven for a frugal pilot.) We highly recommend Hungary for the wonderful food, people, food, sights, food, beer, and did we mention the food.

Now on the health front, in July I was diagnosed with prostate cancer. I was fortunate in that I was involved in a seven-year double blind study with the VA, which required a biopsy at the conclusion. To all our surprise, my biopsy was positive for cancer in spite of my low PSA count. I was extremely fortunate that being in the study allowed for early detection. On the advice of my doctors I chose the Brachytherapy which involves the implantation of radioactive seeds. This is an outpatient procedure which is virtually painless and I am pleased to say that so far I have experienced no side effects to speak of. Anyone who wishes further details can contact me at any time.

If all remains well with United, Rose and I and several friends plan to attend the Air New Zealand Golf Tournament in Queensland this November. We don't play golf, but enjoy the camaraderie and the activities planned for the non-golfers. The Kiwi's are great!!!!

Cheers, *Cleve*

JOSEPH H. STANS—2939 Hardy Rd, Santa Rosa, CA 95404
Cleve, Just received my first issue of RUPA. Boy

do I feel old. The money is in the mail.

An oak leaf cluster is a mythological symbol denoting strength and wisdom. Its origins are lost in Celtic myth. In the American military it means you are entitled to another award of the same kind. [*In the RAF it is a silver rosette on the ribbon, denoting a "bar" to the award, i.e. DFC and bar. Ed*]

The Romans wore laurel for the same reason. The true laurel (*Laurus nobilis*), also called bay or sweet bay, is native to the Mediterranean, and is the source of bay leaf, a seasoning. Laurel symbolized victory and merit to the Romans. But they were a strange bunch anyway.

Apparently, one could wear either, depending on what was available. The Romans probably picked up the oak leaf as a substitute for laurel which was generally not available in the campaigns in northern Europe and England. It would look tacky to stick an old, dead, crumbling sprig of laurel, hauled all the way from Rome, on someone as an award.

Not as good as a three day pass in the nearest town with a good bar or "Get out of phalanx free card", but life is tough. On the plus side, if you wore laurel you could spice up a pot of boiled sandals when the going got rough. Which may or may not bring us to the Roman "Crown of Grass" -- another story altogether. Cheers! *Joe*

Still the fount of knowledge and wit you were at the Bayliner. Welcome aboard, Joe. Ed

S. W. "Bill" STOKES—3753 Meadowbrook Circle, Idaho Falls, ID 83406 SFO SEA
swstokes7472@msn.com

Hi Cleve, Jock, Check's in the mail, Cleve. Only 10 days after my birthday! The Email address above is correct but the one in the 2001 Directory, swstokes@micron.net, is passé.

The longer I am retired, 16 years now, the better it is to hear from and of fellow pilots and families. I truly appreciate hearing of good health, or of medical problems especially among those I know. But I always learn something even when I don't happen to know the respondent. Thanks for sharing. There are turning points, health wise, for us all. Mine came at O'Hare last March. I was making a connecting flight where the new gate was at the other end but when I got there, another gate change had been posted to a gate near my arrival gate. The turning point was when I abruptly and somewhat unhappily made a 180, wheeled bag in tow, but the knee was not pleased about that. So I am shopping

around for a good physician and in the meantime doing the typical old man hobble. Hope it looks good on me.

Now that I am out of the Twin Falls Flyers club by means of the move to Idaho Falls, I have not been skyward for over a year now. Hangar space around here is at a premium, but space to build one is available at almost any airport. So I am looking into a kit. Lots of good ones around.

Like everyone else, I am grateful to the vision of former and present Ruparians who do keep us together with the Newsletter. But Jock, surely there must be one teensy conservative cartoon [*Isn't that an oxymoron*]? Ed.] that you could let slip through? Oh well, keep getting better, Jock. We need you. Thanks guys. Sincerely, *Bill*

JOE S. SVENDSEN—5181 Sumac Ridge Dr, Yorba Linda, CA 92886

Another year has come and gone and I am still on top of the grass. Had my year check of my hip replacement and all is well. Golf game is getting back on track. Had a hole in one on April 8th. We had a very interesting trip in June to Nairobi Kenya for a Animal Photo Safari, Great trip. Saw all of the big five animals. That's about it for now. Here is some postage money. *Joe*

JACK W. SWART—360 Electric Ave, Seal Beach, CA 90740

Dear Cleve, Enclosed please find my check for two years postage. I didn't send a letter last year. Let's just say "A senior moment". I'll be 83 at the end of this month. I'm still hanging in there. Getting over a crushed tendon in my right foot that happened last December. Dot and I celebrated 60 years together last July. Our sons and their wives gave us a great Hawaiian Party with 20 people, friends and family. Dot even got up and did a solo hula.

One thing is a plus for getting older is some of the memories. Last year, I believe it was CLIFF CHE-NEY who wrote about seeing NORM JOHNSON who was 92. I remember flying Norm in 1944 out of the old Boeing Field in Seattle. Late one night Seattle Tower reported visibility ½ mile no ceiling which was minimum for landing at that time.

Norm was flying, I had my eyes on the airspeed and looking for the runway. We came off the range out the NW leg to the field. Letting down to 400' (down a canyon) finally picked up two runway

lights. Norm did a great job getting the DC-3 on the runway. As Norm was taxiing he was muttering - "Where did he get that ½ mile report", We didn't have more than ¼ mile visibility. When we got into dispatch, Norm still upset, said he was going upstairs to the tower and ask the operator where he got his ½ mile report. Norm came back to dispatch shaking his head. What did he say I asked? "He jumped at me, pointed his finger up the runway and said, I can see ¼ mile that way, swung his arm around down runway, and said, I can see ¼ mile that way. A ¼+¼=½ doesn't it? Norm just looked at him and said "yes you're right" and walked away shaking his head. I just hope Norm Johnson is still around and can read this. I learned a lot from Norm, he was great to fly with. Thank GOD for *memories*. *Jack*

GERTRUDE E. TRIGGS—110 Herweck Dr, San Antonio, TX 78213

Dear Cleve and all you wonderful people who work on the *RUPANEWS*. Joe died in December, 2000 and I still read the News. I'll admit that I start at the back and read the obits first. I read bits and pieces of all the letters hoping to see a familiar name. Even if I don't, I get some comfort in finding out that we don't change much, do we? I'm 84 and I guess all the people I knew years ago are catching up too. Don't be discouraged with health, etc, especially money. I'm making every day count and having a great time. Sincerely, *Gertrude*

GENE TRITT—13186 Stewart Ct, Saratoga, CA 95070

Another year flown by! I cannot believe that I have been retired now for 18 years. All is well with Glenna and myself (even though we've been married over 57 years!), except for one medical problem I had but that has been successfully treated. Many thanks to you, Cleve, and to Jock and all the others for their dedicated work!! Also, thanks to Milt and his helpers for their fine work on the RUPA picnic last month - the catered food was delicious! Take care! *Gene*

DEAN TURNER—13248 SE 247th St, Kent, WA 98042 '44-'77 SLC, SFO, SEA, CHI, LAX ozdean-tur@attbi.com; or @juno.com
The recent article by my old friend, Gene Hartrich,

reminded me of an incident with that wonderful character - Frank Crismon. In the late forties Frank Crismon was our Denver manager of Flight Operations, who was in charge of our small Salt Lake domicile. He referred to himself as "The Weasel" in his call to one of us to report for a "hood-check", a training ride or take-offs and landings. One day, in particular, he called for Dave Phillips and me, new copilots to report for take-offs and landing practice. On one of my take-offs and clearing the runway, he cut power to one engine, not only retarding the throttle, but also putting the mixture control in idle-cutoff! I recall vividly, my leg and knee jumping trying to exert enough pressure on the rudder control to keep the DC-3 flying straight ahead. With my leg nearly exhausted I reached down to crank in some trim and that's when the Weasel said, "keep this G.D. plane flying and have your copilot crank in some trim!"

In the course of the training flight, on our radio it appeared that someone was having radio problems. One of our cargo trips in the vicinity of Ogden had lost one of his radios. In those days we could fly cargo airplanes 1-2 thousand AG. Jack Horrell had just flown down Ogden canyon and Frank had a suspicion, as he said let's go back to the ramp. After landing, I remember looking over the Cargo liner and missing was the top antennae plus a piece of the vertical fin, which had been sliced off just above the top hinge!

After Jack explained that he didn't know what they had hit, Frank tore into him as he said that he could take him up Ogden canyon and show him the cable across the canyon that he flew under. With all the expletives and chewing, I thought Jack was going to be fired by Frank right there on the spot. Then I realized that as bad as it was Jack was just a foot or so from being decapitated!

When I heard, some weeks later about the hearing in San Francisco, that Frank had gone to bat in the defense of Jack, the "Weasel" gained eminently in stature in my mind!

Birth month stipend is in the mail. *Dean*

JIM & ROBIN WATERS—1828 Gleneagles Ln, Wilmington, NC 28405

To Cleve & Jock; gentlemen, the check is in the mail, and prior to my September birthday.

All the news from us is about our kids. As I told you last time, our son Mike actually found a flying

job, with the new Piedmont, a USAir feeder. Previously, on leaving active duty, he had also applied to a couple of graduate schools as a hedge against the shaky economy.

Then, four days before his reporting date in March, he called us with the news that he had been awarded a Carnesale fellowship at Harvard's JFK School of Government, which pays both the full two-year tuition (\$56K) and him a stipend. After a couple of days agonizing (he really wanted to fly) he opted for Harvard. It was a good call; a couple of months ago the chief pilot at Piedmont e-mailed him that his whole class had been furloughed.

So, contrary to all best-laid plans, the kids are in a rented house in Belmont, just west of Cambridge, on a bus line. As an old Boston hand myself, I told them that they were moving to one of the world's great cities, a place with everything you could want, except for one thing - a place to park your car!

Robin and I are in good health, and watching with trepidation the "Perils of Pauline" saga at UAL. We do live in interesting times.

Cheers, *Jim (Muddy) & Robin*

DONALD WEBER—5015 SW 310th St, Federal Way, WA 98023

Dear Cleve; I can't believe another year has passed. It's been six years since I set the parking brake for the last time. To be truthful, unlike a lot of others, I don't think I would enjoy flying under today's rules and security issues. It's really sad to read about what's going on at UAL. Hard to believe, even under today's economic conditions.

I'm still working at Flight Safety Boeing as a 747-400/777 instructor and we are busy. Mostly it's with carriers that are flying freight. Those companies are doing great and hiring pilots. Polar Air Cargo is one example. They fly the 400 freighter all over the world and every class they send us is filled with 8 more new hires.

We were able to get away on a cruise to Vancouver this summer, lots of fun, and it would be easy to just retire to the boat. Vicki doesn't miss flying either and keeps busy with college classes that interest her and church activities. Last spring we traveled to San Diego to our Navy squadron's 35-year reunion. Lots of those present were United Pilots as well as those who went with other carriers. We all had lots of fun and it took no time at all to get right

back into the old “war” stories.
Thanks again for all your efforts to put out such a great newsletter. I don’t think you get enough credit. *Don & Vicki*

MORRIS J. WIENER—306 Pleasant Dr, Cherry Hill, NJ 08003

Dear Cleve, It’s been a very emotionally trying year for all Americans and especially for me and our United family. As a New York based 767 Captain, I had the privilege to know all four cockpit crew members and many of the cabin crew on United Flight 175 and United Flight 93. I flew with Michael Horrocks (Michael’s Aunt Marge works with my wife in the Stratford, NJ school district) and Victor Saracini and I regularly commuted to Chicago together when we were both based at ORD. I flew Flight 93 often and I also flew both of the aircraft that were involved in the September 11th attacks.

For the last 19 years, I have been a paid firefighter in Cherry Hill, NJ and also, therefore, had the privilege and the honor of working and training with units of the Fire Department of New York. I have worked closely with Rescue 4, Rescue 2 and Engine 21. Twenty-six of my friends, and brother firefighters, died at the World Trade Center on September 11th and the funerals and memorial services that I attended seemed endless. In addition, I have spent time searching on the “pile” at the site. One of the things that struck me was the absence of anything identifiable amid the rubble, other than “debris.” I kept thinking that out of the hundreds of thousands of chairs and desks that were in those buildings, I couldn’t identify even one.

I am grateful for the many memories of those men and for the friends that I still have at the FDNY. (My daughter works at the FDNY union office and is the coordinator for the Scholarship Fund and the Line of Duty death funds for the union). My retirement date at United was the last day of August of 2001 and I am now embarking on my 5th

career (I was a commercial diver and photographer, a school teacher and college professor, a pilot and a firefighter). I was hired by the FAA as an Aviation Safety Inspector on September 10, 2001. How ironic was that timing? It is also quite interesting to now be one of the FAA employees that are “really here just to help.” I guess I do come to the job with a different perspective and the enroute checks that I have conducted so far have been pretty routine for the flight crews and really a bit of fun for me.

I am enclosing my check for the coming year and looking forward to meeting some other retirees and continuing to follow the government policy of “We’re not happy until you’re not happy!” (Just kidding) Best wishes to all, *Morrie & Diane*

RONALD E. WILSON—981 Darlington Ln, Crystal Lake, IL 60014 815-355-2622
rwilson33676@ameritech.net

Hi RUPA: I am enclosing a check for my annual dues. Please put me on the list for McHenry Co. IL meetings.

I am also enclosing a catalog and list of UAL and related items offered by my company, Airline Miniatures that might interest RUPA members. The miniature pilot wings are a good substitute for the ALPA pin. *[Nothing is a substitute for the ALPA pin—but you were joking, right? Ed]*

We have a significant number of items for other airlines as well, including military pilot wings. A partial list of locations where our products are for sale: USS Arizona Memorial Gift Shop, USS Bowfin Submarine Gift Shop, USS Missouri

off the mark

by Mark Parisi

www.offthemark.com



Memorial Gift Shop, USS Pampanito Submarine (Fisherman's Wharf), San Diego Aerospace Museum, Museum of Flight (Seattle), CR Smith Museum (DFW), Smithsonian Air & Space Museum, many airline company stores and recreation clubs.

Our most recent creations are: tail pins for Aloha & Hawaiian, Eyeglass/Badge holders for: United (2), American, Northwest, & Continental. This is what I do with all my spare time. Sincerely,
Ron *Just as well we don't allow advertising. Ed*

MARION WILTJER—31491 Pennant Ct, Temecula, CA 92591 909-506-5007 mwwiltjer@aol.com

Cleve: I should have sent this a month ago. I have sold my Carlsbad home and moved to Temecula, California. New address is listed above. I recently purchased a new computer (flat screen and I love it) and I am back in business. I put my clients on hold while going through the move. Thank God for good neighbors. They helped with the packing, and the move. It was a difficult time for me as I left the home Pete and I had declared we would be in for the rest of our lives. Are there any UALers living in this area? Best Wishes, *Marion*

IN MEMORIAM

JOHN A. FIELDS—6009 S. Turkey Creek Rd, Morrison, CO 80465
Cleve, my 82nd birthday is still about two weeks away, but I want to get this in early. Polly, my dear wife for 60 years, passed away early Thursday morning, September 12, 2002. I am pretty devastated—my ship has lost its rudder. Now is too soon for me to make future plans, but I will be at this address at least for a few months. *John*

NORMAN WAYNE HUGHES

Capt. Norman Wayne Hughes, whom we all knew as Wayne, Flew West on September 9, 2002, after a succession of serious illnesses. Wayne was born in Missouri in 1921. He learned to fly in CPT which later became the WTS Program at Cape Girardeau, MO. Upon graduation he was hired by United at age 21, and was assigned almost immediately to the Contract Pacific Operation dur-

ing WW-II.

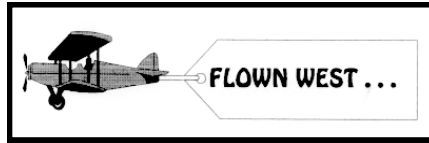
My first contact with Wayne was in 1944 when I, too, joined the company in Chicago, where, to me, he was a "Senior Captain". Like many others, as seniority permitted, he bid to the more pleasant climes of California. Though our contacts then became less frequent, friendship was always renewed during chance meetings along the line.

In 1989 Wayne joined the United Retired Pilots Foundation Board of Directors, where he continued to volunteer his considerable skill until just before his passing. Though he had not enjoyed what most would consider excellent health, he none the less was present at all the regular Board Meetings. In the winter of 2000/01 He and Bev rented a house in Sun City West. They joined our RUPA group here, and as was the custom, we frequently shared a Friday Night Fish Fry together. It was during this stay that the two of us started out to attend a Board Meeting together. In front of the PHX Terminal #2, Wayne fell and broke a hip.

During the ensuing weeks, my wife, Joan, Bob Grady, and Phil Johnson joined Wayne at Del Webb Hospital. I began to feel like our Chaplain, Capt. Bill Barnhart, as I "made the rounds". Though Wayne recovered from the hip operation, a series of other ailments would raise their heads, just as he was about to be pronounced cured. As winter ended, Wayne and Bev returned to Incline Village. At home with the doctors he knew, it seemed he would soon be "cured", but again, some other ailment would arise. It was not a time of "good health". Thus, it was on September 9, our 81 year old friend left on that final flight.

Services were held at the Incline Village Presbyterian Church, with a gathering of friends at the Hughes' home after the service. During this gathering, Clay Lacy flew two passes over the house in a Lear Jet. Quoting Bev, he came in across the lake, just above the water, then up the hill, directly over the house. Reversing course, he again raised the shingles, diving westbound to lake level, rocking the wings in a farewell gesture.

Never one to force his preferences on others, the family suggests friends make memorials to their own personal favorite charity. Certainly all Wayne's friends were with Clay Lacy in spirit as he rocked his wings in Farewell. *Don Toebben*



Charles R. Barns	8/1/2002
John R. Broom*	8/6/2002
Charles H. Burbage	8/30/2002
Orville O. Figge	9/9/2002
N. Wayne Hughes	9/9/2002
John A. Fields	9/12/2002

** 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. Nov. 8 PHX Roadrunners—*Briarwood C.C., Sun City West, AZ* 480-948-1612
3rd Tue. DEN Good Ole Boys— 11:30am *American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-658-6168
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: October 23, 2002

Mailing: November 6, 2002



PERIODICALS

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