



RUPANEWS

Journal of the Retired United Pilots Association

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December, 2002



Nixon Garlowing
BOEING MODEL 80A
1929 - 1930

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RUPANEWS

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Listen UP!!!! Chapter II

OK, you guys did better last month, I got about 50 updates on the information that will go in the next RUPA Directory. Don't forget to check your telephone AREA CODES. The Directory will go to the printer about the 20th of November, so YOU DON'T HAVE A LOT OF TIME to send your corrections. I'm still getting snail mail informing me of an e-mail address, with some of them written in long hand -- JUST SEND ME AN E-MAIL!!!

I often get members inquiring if they are paid "up-to-date." That information can be found on your monthly *RUPANEWS*. You are "paid-up" to the date shown on your address label.

Remember, there will be no *RUPANEWS* in January, as that is the month we send out the new RUPA Directory, so if you have something that you want in the *RUPANEWS* before February, let me know by Nov. 20. clevespring@attbi.com

PRESIDENT'S MESSAGE

Fellow RUPArians, I have a couple of corrections to last month's letter. The "Chapter 11" button has been changed to the "UP3C" button on the RUPA webpage. That will take to you to The United Pilot Pension Protection Committee website. I made a typographical error in the Interline Listing website. To reach the Star Alliance Partners webpage, type in www.flyzed.com.

Start making your plans now for *Boys Night Out*. It will be held on February 21, 2003. Look elsewhere in this noble publication for further details. We are presently in search of a speaker; so if you have candidates in mind, please forward them to Sam Cramb.

The economic mess at United: The unions, all of them, are working with the company in a cooperative effort never seen on the property in the last thirty years. I've heard that Tilton thinks the corporate culture at United stinks and that he is going to make some changes. Whether the cost structure can be cut enough, and changes be brought about quickly remains to be seen. Bankruptcy looms large. (*I have a birthday coming up on November 17th. Never have I wished my birthday would hurry and arrive as I have now. With another birthday under my belt, the Pension Benefit Guarantee Corporation will guarantee a little more of my pension.*) As I have said before, Bankruptcy doesn't necessarily mean a reduction in our benefits. However, it's best to be prepared for the worst and hope for the best. If you are not familiar with the PBGC, go to our website, www.rupa.org, click on the "Pensions" button and check out the Wilsman Report. The report was last updated on 8/23/02.

Since this is my birthday month, the check is in the mail to Cleve. I hear he is not so keen on having it sent by E-mail. 'Nuff said. Fraternally, *Rich*



About the Cover: Boeing Model 80A

Comfort graced "The Friendly Skies" with the introduction of Boeing's model 80A. This grey, green and orange tri-motor, one of 16 built between 1928 and 1930, flew with United until replaced by the Boeing 247 in the early 1930's. The model 80A provided new comfort and luxury to airline passengers, who were accompanied by a registered nurse, the first United stewardess.

Technical Data:

Accommodation:	Passenger transport 18 passengers, 2-3 crew, 898 lb. cargo		
Power Plants:	3-525h.p. P&W "Hornets"	Cruising Speed:	125 mph
Empty Weight:	10,582 lbs.	Climb:	900ft./min.
Gross Weight:	17,500 lbs.	Service Ceiling:	14,000 ft.
Maximum Speed:	138 m p h.	Price:	\$75,000

DANA POINT LUNCHEON 10/15/02

What started out as a rather cold, gloomy morning along the southern Orange County coast, brightened up to another patented sunny and warm California day by the time our group sat down at the fish house known as the *Wind and Sea* in Dana Point. And actually, most of the troops have begun choosing cheeseburgers and Caesar salads over the signature Fish and Chips and other fine seafood delicacies served by this great restaurant. Go figure!

We had a good turnout—poaching a couple of guys who normally attend up with the LAX Hacienda group: Walt Bohl & Stefan Steinberg. Other attendees included Park Ames, Carlos Bernhard, Ron Cordes, Bob Fuhrmann, Jerry Grubaugh, Peter Hansen, Ed Krieger, Bill Rollins, Tony Testa, and Joe Udovch. We missed our "Fearless Leader" Ted Simmons; also missing was Bruce Dunkle, whose older brother, Bill, we were informed, had just passed away. That shocked several of us who noted Bill's 85th birthday letter had just appeared in the October issue of *RUPANEWS*. I'm sure much more will be written about Bill Dunkle. Suffice to say he was a well-respected member of management, and a good friend to all who knew him. A lot of hangar-flying went on, what with some of the group bringing in pictures of their fancy airplanes which they take to local air shows, and some of the rest of us ex-military types chiming in with tales of der-ring-do from the days of our misspent youth.

We discussed a little of what is known about our UAL pension situation. But that soon turned depressing, and so we got around to Park Ames regaling us with his jokes and stories, ending the afternoon on a decided upbeat note.

We'll miss our very cute wait-person, Shawna. She's off to a new life as an EMT (Emergency Medical Technician). But never fear. The *Wind and Sea* has always managed to come up with fine examples of feminine pulchritude which makes most of us thankful for the "eye candy" and wishing we were young enough to get back into the game.

Till next month, your humble correspondent, *Joe Udovch*

DENVER GOOD OL' BOYS

Must have been the excellent weather, but we had 28 turn out for the October luncheon. Rick Madsen came all the way from Alberta, Canada. As always these days, the main topic of discussion was the goin's on at UAL, with the various employee groups being asked to pony up once again. It was noted that UAL has just announced the return of daily nonstop service to Hawaii beginning Feb. 14. A few of us 'old hands' remember when we flew that route in the "Diesel-8". And the planes were always full!

Here is an observation that we might do well to give consideration to: 1) The Japanese eat very little fat and suffer fewer heart attacks than Americans. 2) The French eat a lot of fat and also suffer fewer heart attacks than Americans. 3) The Japanese drink very little red wine and suffer fewer heart attacks than Americans. 4) The Italians drink excessive amounts of red wine and also suffer fewer heart attacks than Americans. CONCLUSION: Eat and drink what ever the hell you want because speaking English is apparently what kills you !!

Our November meeting will be on the 19th and this is one of our meetings where the wives are invited, so lets have a good turnout. Our current meeting place is treating us pretty well, and "happy hour" has been a rousing success.

Happily there were no reports of infirmities or injuries among our group. I'm still getting my bearings and learning who guys are. The faithful: Clevenger Kehmeier, Maury Mahoney, Hal Krause, Ted Wilkinson, Bob Crowell, Ralph Stewart, Curly Baker, Dick Wagner, Ed Riehl, Jack Turner, Erle Britton, Jim Hixon, Bill Bates, Jim Krasno, Gerry Baker, Criag Johnson, Bob Ashworth, Bill Hoygaard, Ralph Wright, George Benkendorf, Jim Gates, John Fields, Bill Pearce, Bob Clipson, Rick Madsen, Tom Gordon, Jim Harris, Ed Schumacher.

GOLD COAST LUNCHEON October 10, 2002

Many of our group have not returned for the winter season, but still had a good turnout for the luncheon. Our very senior member, Captain Carl McQuigg, passed away at 93 years old. He joined Penn Central Airlines in 1939 and retired in 1969, a year after flying Richard Nixon. Then flew corporate jets till he was 80

years old. Goodbye Carl.

There was much discussion about the United Airlines problems. Everyone agreed we all must get involved. J. T. Palmer's son, Mike, brought us up-to-date on NASA's airway research. He is with NASA at Langley VA. *Jimmy Carter*

HIGH DESERT HAS BEENS

The "High Desert Has Beens" had a lively luncheon at *McGrath's* restaurant in Bend, OR on Tuesday, September 24th. There were seven of us in attendance. Dave Parrish, Dick Mitchell, Dick Ruitter, Bob Wells, Gary Smith, Oak Porter & myself. I had never met several of these gentlemen before and it was a real pleasure to finally meet Bob Wells, Dave Parrish & Oak Porter. Bob Wells had a war story that pretty well shut up the rest of us. Nothing stopped us from bringing up names of people we have known on the line. You would find most of the names familiar in the "worst pilot ever" to the "worst human being who ever walked." We went on for about 2 hours & I believe everyone really enjoyed it. We will probably not try to do these monthly, since so many are away for the winter. I know I look forward to our next get together.

Steve Laurance oldualer@quik.com

JOE CARNES N.W. ILLINOIS LUNCHEON

On Tuesday October 8th, 66 folks showed up at the *Warsaw Inn* in McHenry IL for fine food and camaraderie. Milt Jensen again acted as our M.C. Clifford Sanderson updated us on the status of the Foundation. There was some discussion of the present situation at United.

Those wishing to receive e-mail notice of the Joe Carnes Luncheon please send e-mail address to buddy-claude@voyager.net.

Those in attendance: Hap Arnold, Leroy & Eva Bair, Jerry & Michelle Anderson, Ken & Muriel Bergsma, Dale Bird, Dick Blundell, Ted Bochniarz, Myrna Boyd, Corrinne & Jim Boyer, Tom Boyle, Glynn & Brenda Bradley, Neil Bretthauer, Carl Bye, Jerry Collins, Gene Conrad, Jim Cook, Barry Davidson, Bill & Bert Depner, Roger & Sue Dreher, Jerry & Judy Drommenhausen, Tom Fasiang, Duncan Fleming, Thomas Franklin, Bob & Sherry Gore, Ed Gunderson, Mike Hepperlen, Buck Hilbert, Jim Huemann, Milt & Ina Jensen, George Keller, Pete Kidera, George Mathes, Rob McCutcheon, Ralph Mikulich, Ken & Gerry Miles, Gene Mobley, Bob & Shirley Moncur, Claude Nickell, Chuck Peterson, George Pylawka, Jim Rosater, Cilt Sanderson, Ole Sindberg, Weldon Smith, Bernie & Rachel Sterner, Roger Thibodeau, John Thomas, Howard Thompson, John Wade, and Tom Wedel. *Claude Nickell*

LAS VEGAS HIGH ROLLERS LUNCHEON

Memphis Barbecue, the home meeting ground of the High Rollers, hosted our October meeting and will be our monthly meeting place until further notice. The contact number on the back page of the *RUPANEWS* is in error and should be (702) 896-8821. We are glad to welcome any snowbirds who happen to be in the area on the 3rd Tuesday of the month to our gathering.

The New York Times article about Pat Palazzolo's "interview" was discussed with great interest.

The following were in attendance: Andy & Dawn Anderson, Bill Balboni, Gerry & Susanna Johnson, Hal & Shirley Morris, Dave & Bonnie Munyon Jimmy Price, James & Joan Sieger, Don & Betty Swirnow and yours truly Clyde House and Marie Loquet.

A happy birthday was sung??? to Susanna Johnson and a get-well card was signed by all present for Donna Whitlow. We wish her well and hurry up and rejoin our group.

Clyde House, (702) 896-8821 clydie@concentric.net

LAX OCTOBER LUNCHEON

We welcomed newly retired Doug Bielanski and Denny Fendelander who came in from Thousand Oaks with Pat Holmes and Claude Giddings. Also honored to have Marnie Bohl, who recently left the flight attendant ranks. Others included, Walt Bohl, Edna & Lee Cameron, Shirley & Jack Hanson, Margaret & Charles Barnard, Joyann & Jack Moore, Loyd Kenworthy, Arvid von Nordenflycht, Walt Albright, Don

Krueger, Norm Witt, Jim Turner, Dave Tank, Mel Heflinger, Ken Williams, Gene Gawenda, Herb Goodrich, Linda May and me. As usual Lee Cameron entertained us with a story of the early days. The rest of us just told lies.

The annual holiday luncheon will be held on December 12, 2002, at the Hacienda Hotel, 525 N. Sepulveda Blvd. in El Segundo. (Just south of LAX) There will be a no-host bar at 1100 and lunch is served at noon. All RUPA members, wives and widows, active pilots and spouses, present and former flight office personnel and spouses, active or former flight attendants and spouses and any friend that you would like to bring are cordially invited. The menu is London Broil at \$19.00 per person. Note that the 12th is the second Thursday rather than the third Thursday when we normally meet.

As we must pay in advance, please send your \$19.00 check as your reservation by DECEMBER 7th. Send check to: Rex May, 6677 Vista del Mar, Playa del Rey, CA 90293-7545. (PHONE# 310 821-6207)

For you recent retirees, many of the old timers don't make it to all of the luncheons but everybody tries to come to this one. I hope that we have another good turn out. See you there.

Rex (wrecksmay@attbi.com)

NEW YORK SKYSCRAPERS LUNCHEON

The luncheon at *Manero's* was the one you should not have missed. Forty one attended and the gathering started early and lasted past the usual departure time. Our mix of singles and doubles was slightly in favor of co-ed gatherings. Attending and adding to the meeting were Captain Bob Spielman, Chief Pilot, Flight Operations, JFK International Airport. Captain Gunner Palm, Assistant Chief Pilot also circulated among the retirees to expel myths and rumors as well to offer good news about the future of United Airlines. An attempt at conducting some business was not the easiest to do. When Bob Spielman was at the helm, you could hear a pin drop. Check with your local cronies to learn what was presented to keep the old timers so quiet.

We had the usual happy hour and cash drawings to help with the incidental expenses. John and Mary Jane Whitesell traveled from central Pennsylvania, RON at Allentown, PA and continued to Greenwich. With that effort, we offered free meals if they attend our next meeting early in 2003. Ninety one years young, was "Lippy" Lippincott accompanied by his daughter Dorothy. It was my intention to check if "Lippy" came by motorcycle and sidecar, I was detained paying the tab, but will let you know his mode of travel next spring. Something is keeping him young. Cathy Guilfoile drew the winning tickets with Pat Bernosky and Bill Reynolds being the recipients.

The New York Skyscrapers are forwarding a check to the United Pilots Foundation, Inc. to assist those who are experiencing hard times. The 50/50 raffle tickets have helped build our small checking account to a reasonable level and we say thanks to all who helped in the past.

Attending: Ray & Sharon Amoto, Howie Aronson, Bud & Mary Berlinger, Ray & Pat Bernosky, Roger Bjornberg, Ron & Marge Bouchard, Jan & Patty Conover, Vince Daley, Ron & Betty Denk, Bob Duckworth, Ted & Cathy Garrity, Mrs. Cathy Guilfoile, George & Patsy Hasslett, Bill & Connie Hedden, Dave & Ellie Hoyt, Matti Kosonen, Rip & Dorris Munger, Winfred & Ms Dorothy Lippincott, Mike Perry, Tom Purrington, Dave Redfield, Bill & Shirley Reynolds, Pete Sofman, Chan Stoughton, John & Mary Jane Whitesell. *Ray Bernosky*

OHIO NORTH COASTERS LUNCHEON

The regular monthly luncheon of the "Cleveland Crazies" took place at *TJ's restaurant* in beautiful Wooster, Ohio on October 17, 2002. Once again, we overflowed the "library" room, and had to be moved into a larger room. After that delay, the usual round of drinks arrived and the noise level in the room soon rose to a high level.

It was a pleasure to have four of the wives join us! They help keep the jokes from becoming too racy.

Once the food arrived, things quieted down to allow Phil Jach to introduce two newly retired pilots to our ranks. A warm welcome was given to Captains Bob Marshall and George Bleyle. These gentlemen were pressed into service to bring us up to date on how things are going on UAL today. As most of you already

know, the news isn't very good.

Our resident jokester, Ken Wheeler, (who is also the president of the Muskingum County Country Music Hall of Fame) helped lighten the mood by delivering another of his jokes. He also passed out information on the upcoming activities of his group and a Christmas party in December.

Also attending: Richard McMakin, Ed & Barb Griffith, Rick & Ronnie Ogden, Don & Bev Karaiskos, Bill & Dorothy Christie, Bill Dilzell, Bill Clerico, Jack Heiszek, Jerry Cox, Tom Race, Dick Sanders, and Dick Orr. Everyone was reminded that the usual December gathering at *TJ's Restaurant* is canceled--- and instead, we will gather at the home of John and JoAnn Pinter on December 1st for our Christmas party. The Pinters have graciously opened their home to the Cleveland Crazies every December for a number of years, and they put on a smashing party. They are at 5442 Willow Lane, Vermilion, Ohio.

As this was being written, it was revealed that our resident scribe and previously published author, Don Karaiskos is again in print. His article is in the December issue of *Private Pilot* and gives the North Coasters some national coverage!! Thanks for the news, Don!

Next meeting will be November 21st---same place -- 1 P.M.

THE PHOENIX ROADRUNNERS

We had 27 RUPA Member's & Guests meet in the *Best Western Inn* at Scottsdale Airport to SURPRISE & HONOR our Senior member Ralph Johnson. Ralph & Ruth have two sons, Steve, (sent us all the info. & pictures of his Dad) and son Allen joined us for the special day. He came in from Cheyenne. Also present were Ralph's Granddaughter and Great Granddaughter. Ruth & Ralph had a Great Day. This made all of the RUPA Friends feel very happy for them. Ralph is our Senior member of 96 years. We are looking to you Ralph & Ruth to keep all of us out of TROUBLE. O.K.??

Attending: Fred Anderson, Betty Bergbower, Frenchy & Millie Bourgeois, Dick & Rick Cooley, Ginny Coleman, Mike Carlin & Brother Tim, Bob & Marilyn Larson (guests of the Johnson's) Ken & P.J. Killmon, Jim & Sue Mennella, Ed & Phyllis Nelson, Gene Paquette, Charlie Schwob (guest from Reno) Bob Steeneck, Miles & Jean Wagner, Sue Wardle (guest of Millie & Frenchy) In the Area attending her 60 yr. WASP Convention.

Our Next Meeting Nov. 8, 2002, *Briarwood C.C.* 20800 13th Ave., Sun City West, AZ. Please phone 480-948-1612 or E-Mail: Fbourgeois@earthlink.net for Res. & Inst. Ken Killmon will be sending out reminders. Thanks Ken. Come visit us. Welcome Mat is always OUT. *Frenchy & Millie*

The Curriculum Vitae of Ralph S. Johnson: Ralph Samuel Johnson was born June 26, 1906 to John and Helen Johnson on their farm in Goodland, Indiana. As one of 10 children, he was expected to feed the chickens, milk the cows, and help harvest the corn in return for baking powder biscuits. His Uncle Wally was an engineer on the railroad that linked Chicago and St. Louis at the time. Steam tractors and combines on the farm attracted Ralph's early interest. As a youth he rode an Indian motorcycle and built a car from scratch for his family. In 1930, he was finishing up his studies in mechanical engineering at Purdue University, when as an Army ROTC cadet; he accepted a dare to take a physical for flight training. Being a hardworking farm boy, he passed. Upon graduation from Purdue, he got orders to March Field, California for primary training. He finished up at Kelly Field, Texas and was assigned to fly a high-powered general all over the country in a Fokker Tri-Motor. It was in this aircraft that Ralph got his



pilot's license. The civilian examiner told him what maneuvers to perform and how they would be graded. Ralph suggested to him that when they were finished, that he should just lean over and tell him if there was anything else he wanted to see. It was then the timorous official explained, You don't understand. While you are up there, I'll be watching down here.

Ralph stayed in the Reserve Army Corps for two years, the maximum time allowed, flying Thomas Morse biplanes, De Havilland DH-4s, and the tri-motor. Once out of the Army, he got a job flying for the Ball Brothers, the fruit jar people in Muncie, Indiana. He taught flying and took tourists up in a single-engine Sikorsky S-39 amphibian. On a trip to the Chicago World's Fair, he landed on the lake, let off his passengers and then flew to the airport to refuel. It was at the pumps that he happened to meet Walt Addems, chief pilot for National Air Transport. Ralph mentioned to Walt he might like to be a copilot for NAT someday. Addems glared at the S-39 and shot back, Anyone who can fly that thing, can fly for us, and gave him a date to show up.

That was the beginning of Ralph's association with what became United Airlines. He started off as a copilot on Ford Tri-Motors, then moved to the twin-engined Boeing 247. In those days, the hills of Pennsylvania were considered mountains, and flying on instruments meant watching a needle and ball, listening to static range stations, and timing legs of a trip. Flying into Cheyenne, Wyoming, where United's maintenance base was located, Ralph learned that the job of test pilot was open, as a series of accidents had taken each of his predecessor's lives. With an engineering degree from Purdue and some luck, he was perfect for the job.

During that time aviation began to grow up. More powerful engines were being developed and planes were able to fly faster and higher. As chief test pilot and an innovative engineer, Ralph helped develop propeller de-icing systems, pulsating de-icing boots on wings, heated leading edges, a hooded approach light system that became today's VASI, and the stabilized 3-degree landing approach. In 1938, United loaned Captain Johnson to Douglas Aircraft to help improve the new DC-3. Surprisingly, it was the airlines that did much of the test work on those early transports, and pilot-engineers like Ralph were invaluable. While there, Ralph was project test pilot on the DC-5, a high-wing, twin-engine regional airliner similar to the Dash 7s and Fairchild F-27s in service today. Unfortunately it was decades ahead of its time and the airplane never went into production.

When World War II hit, United's maintenance operation turned full tilt into modifying B-17 flying fortresses. It was Ralph's job to test fly each of these War birds before they left for the front. Once, he had to deliver one of the bombers to another modification center in Minneapolis. On arrival, Ralph discovered the runway was iced over, but the Army insisted the airplane had to be there. When braking failed to halt the aircraft, Ralph used differential power and brakes to skid it around backwards, apply full throttle, and bring it to a stop. You don't get many chances to practice a maneuver like that. Years later, an interview with Ralph in the Cheyenne newspaper was titled "He Landed a B-17 Backwards."

Drafted into the government's Civil Reserve system, Ralph flew C-54 and C-87 transports in the Pacific. The C-87 was a cargo version of the B-24 Liberator. After the war, he stayed on with United two more years, until the airline decided to move its maintenance operations to San Francisco. Ralph must have liked Cheyenne's winters, because he decided to remain there and go into business for himself.

Cheyenne was home. Ralph had met his lovely bride, Ruth Bond, at a ranch party there. She was seeing the west for the first time on a trip from Tennessee. His children, Alan and Janet, were born there, and Ralph himself had attained here, if not, character status.

He would go on to form Aernaautical Services Company, which used large multi-engine aircraft to control grasshopper and fire ant infestations nationwide from 1947 to 1985. In fact, one of Ralph's first grasshopper sprayers was a Douglas B-18. Its bulbous nose and tapered tail made it look like the pest it was meant to wipe out. Later additions to the fleet were the C-82 Flying Boxcar, the Chase C-122, the C-54, and the versatile Lockheed PV-2 Harpoon, a WW II twin-engined torpedo bomber that proved equally adept at dispensing insecticide as it did in dropping retardant on forest fires.

Ralph had two maintenance bases, one in Douglas, Arizona, and the other closer to most of the spray work in Bainbridge, Georgia. Cantankerous but lovable Jay Yotti ran the hangar at Douglas. The smell of Cos-

moline emanated from canisters of pickled Pratt & Whitney R-2800 engines that Ralph had bought from the government for his PV-2s. There were crimpers, drill presses, and a little wooden creeper with a head cushion that only Yotti could use to slide under the bellies of those big planes. No one else, not even Ralph, could touch that creeper.

Employees were part of the Johnson family. Ralph stole Yotti from United and he stayed until Ralph sold the business. Chief pilot, Lyle Rosendahl, came from Kimball, Nebraska. Bill Waldo, Marvin Seifert, and Vladimir (Val) Vrzal were mainstay pilots. Val had defected from the communist Czech Air Force and was known affectionately as the Mad Russian. Red Powers left early on to start his own spraying firm called Hawkins and Powers in Greybull, Wyoming. Ralph was 79 when he sold his fleet of some 25 airplanes, and he flew on the line up to that time.

During that time, even Ralph's private livery became part of the family. Who could forget 38-Victor, a model 35 Bonanza with a two-speed electric prop? Or how about 58-Papa, an Apache that took its time getting you there, but you arrived in comfort. 61-Echo was a turbocharged K model Bonanza that took off like a rocket. And then there was the Twin Beech Ralph bought from the State of Wyoming. At first, he called it the governor's plane, but after taking it around the patch, it became known as that crow-hopping son-of-a-bitch for its stiff, unforgiving landing gear.

Ralph also owned a fixed-base operation at the Cheyenne airport. Although he sold new Pipers and Beechcraft, the aroma of Cosmoline wafted around that place too as it did in his garage and the basement of his house, where he kept his overalls. He served as Wyoming's Civil Aeronautics director. He was elected to the Wyoming House of Representatives for two terms. He helped found Teton National Insurance Company in 1961. He served as president and board member of Ideal Aerosmith, a Cheyenne company that made precision barometers. President Nixon selected Ralph to sit on the U.S. Export Expansion Council.

On weekends he would take his third child, Steve, to his workshop to cut Plexiglas for a device he invented, manufactured, and sold. It was a scrolling checklist that mounted on the instrument panel and had a little light inside. Ralph called it the flight deck coordinator. Years later, as a pilot in the Air Force, Steve would run into colleagues, who had used the coordinator in everything from the old Gooney Bird to the C-5 Galaxy.

Ralph Johnson was born three years after the Wright Brothers flew, when many people still owned horses and buggies. His pioneering can-do spirit helped propel aviation into the massive, reliable industry it is today. His inventions, no doubt, saved countless lives. He stood beside such greats as Jack Knight who flew the airmail in crude biplanes and Elrey Jeppeson, whose trip notes became the ubiquitous Jepp Charts we all know today. You might reflect on his accomplishments and think he led a charmed life, but the fact is, he did it through boundless optimism and hard work.

In 1991, he was awarded Elder Statesman status by the National Aeronautic Association along with Air Force General Benjamin O. Davis. Asked for advice he would offer to pilots just beginning their careers, he said, "If you ever get into a tight spot, never, never give up. If you do, you're lost, if you don't--hell--you just might win." Good words to live by.

SEATTLE GOONEY BIRDS

The Seattle RUPA Gooney Birds met at the Airport Marriott 10-17-02. Warren Geri attended for the first time, and we welcome him to our ranks. Bill Brett spoke about receiving a letter of possible cancellation of his Sentry Insurance LTC which he had purchased through ALPA. If anyone else in this area received a similar letter, please contact Bill at 360-825-1016.

Attending the festivities were: Brent Revert, Ted Wood, Chuck George, Bill Brett, Jeff Roberts, Bill Records, Neil Johnson, Roger Baird, Bill Stoneman, Jack Brown, Dick Wiesner, Ralph Vrtacnik, Bob Berkey, Howard Holder, Kirk Kaynor, Warren Geri, Walt Falon, Harv Beery, Chuck Podhasky, Vince Wormser, Don Anderson, Dean Turner, Ray Dapp.

Brent Revert ---reveille1@earthlink.net

TREASURE COAST SUN BIRDS OCTOBER LUNCHEON

The Treasure Coast group kicked off with 8 of us. Braving the heat were Paul Andes, Don Jefferson, Jack Boisseau, Clay Grant, Bill Northup, Percy Wood, Bob Fiedler, and Me. Nice meeting. *Dave Arcey*

WASHINGTON AREA RUPA, EDDIE O'DONNELL LUNCHEON Oct. 16, 2002

There were two things foremost on our minds as we congregated in small groups in the lobby and the dining room of Belle Haven CC for our Coed Luncheon on Wednesday. Even the pouring rain and prospective drought relief took back seat to the killings in Maryland, DC and Virginia and the prospect of Chapter 11 at United. Soon, however, the conversations turned to feats of derring-do, current adventures and future plans. Oh yes, there were recollections of the special characters who either compressed or expanded the hours we spent in the cockpit. The ladies were classy, pleasant, lovely and musical of voice but there was neither hat nor glove evident in the group.

Our attention was captured by a very bad and childish joke from the podium and we moved to the tables and remained standing in silence. This day we remembered those killed in our area during the past two weeks and the families in grief and pain. We then specifically remembered those of our group who have preceded us in the Flight West since last we met, Mrs. Annie Snyder, Capt. Carter Briggs, Capt. Al Ricks, Capt. Bob Van Housen, Capt. Carl McQuigg, Capt. Ray Trimble, and Capt. Bill Dunkle. We remembered the pleasure of their company and the part they played in our lives and in our profession.

Lunch seemed to be well received, although at least one table played a game of Twenty-Questions regarding the origin of the soup. The problem they encountered was with the first question, "Animal, Vegetable or Mineral?" The next table came to the rescue and identified the soup as pumpkin and spoiled the game.

In August and September there were expectations of significant developments occurring at United prior to our luncheon. The fellows arranging the program asked Capt. Walt Clark, Assistant Chief Pilot DCAFO, to be our guest to give us an overview of the situation. Capt. Clark walked a fine line in his presentation. He pointed out the large debt due in Mid November and in no way downplayed its significance in the future of UAL. Walt told us that his experience at Eastern taught him that in Bankruptcy Court there is no review, no appeal, and no consideration of what is fair. He also pointed out the positive progress in discussions between the Union Coalition and Management. Those talks have progressed to the point that individual Union/Management negotiations have begun. Walt pointed out that all the unions are involved in the negotiations. He quoted CEO Glenn Tilton regarding his intent and purpose to avoid the filing of Chapter 11. He quoted Mr. Tilton regarding his intent to change the management/labor culture at United. Walt also gave us insight into the attitude of the employees as they work under what have to be discouraging, depressing and frightening circumstances. In September United Employees broke four performance records. The departure completion rate of 99.7% broke a record set in May 2002. On-time departures [dptr +:00] were 79.6%, and STAR departures were 87.9%, again breaking records set in May. Arrivals within 14 minutes were 87.9% and broke a record set in October 1994. *[To your correspondent that sounds like employees determined to compete on performance and pull this company back to its proper place in the market.]* We did thank Capt. Clark for his presentation and for the DCAFO support we receive individually and as a group.

Jerry Goebel reported that Deke Clark and Hank McBride are making progress in rehabilitation. Tex Guthrie was last reported in a nursing home. We were reminded that the memorial fund needed refueling.

Our appreciation and thanks were expressed to Jerry Goebel and Jack Sodergren for manning the reservation telephones for this luncheon and also to Dave Malone and Lew Meyers for manning the check-in, name tag and door prize chores. Speaking of the door prize, our thanks go to the Gentleman Farmer from Waterford in Loudoun County Virginia who searched far and wide for the door prize this month. He journeyed to the banks of the Potomac River to make a choice at *Tarara Winery* and to the foot of the Blue Ridge Mountains for a selection at *Breaux Vineyard*. The winners are sure to be pleased with his selections. Ginny Elliott with grace and a smile drew the winning tickets. Just as soon as the tickets been drawn and the first number read, George Elliott started waving his ticket. Once again the vision of collusion floated before our eyes but we were saved when Jon Beckett shouted above the uproar. Indeed, Dave Malone was able to verify the validity of Jon's winning ticket and George could only look at Ginny and say, "You were

supposed to draw mine!" The second winning ticket was without controversy and belonged to Powell Williams. Maybe we will have to have an auditing firm monitor the entire door prize process. Some company with a high profile?

In the announcements we were encouraged to check the RUPA website for the latest information on UP3C and the Wilsman article on the pension board priorities. We were asked to update the information in the RUPA directory and finally and most importantly....**it was announced that the January luncheon will be at *Springfield Golf and Country Club on Old Keene Mill Road***. For January only, *Belle Haven* will be closed.

There were 62 in attendance: Bob Aldridge, Jane Aldridge, Jon Beckett, Michael Bennett, John Cantrell, Bill Carrigg, Walt Clark, Hal Cockerill, Gary Cook, Linda Cook, Gil Coshland, Pat Coshland, Ed Crowther, Bill Davis, Carolyn Davis, Vinci Di Felice, George Elliott, Ginny Elliott, Roy Ellis, Jack Evans, Brad Fleming, Judith Fleming, Jerry Goebel, Mary Ann Goebel, Bill Golemon, Betty Goodman, Bob Goodman, Jack Grooms, Ellen Grube, Larry Grube, Barbara Keyes, Jerry Keyes, Koop Koopmann, Roger Lemieux, Linda Liggett, Roy Liggett, Joyce Lopez, Don Mainwaring, Dave Malone, Frank McKenzie, Lew Meyer, Susie Miller, Ofelia Nickel, Ward O'Brien, Ralph Pasley, Herb Petitt, Bud Ruddy, Theresa Ruddy, Bill Salisbury, Bernie Schwartzman, Bonnie Schwartzman, Jack Sodergren, Gloria Soltis, Joe Soltis, Helen Stidham, Sim Stidham, John Teague, Betty Williams, E.K. Williams, Powell Williams, Cliff Wolff, Andy Yates.

Gentleman, we need your help in keeping the mailing list up to date. Please send to me any changes to your address, postal or email. Also remember, that if you do not keep Jerry Goebel informed of illness and death in the group, he will not be able to give the information to the phone tree in a timely manner.

Our luncheons are quarterly, the 3rd Wednesday of Apr, July and Oct, at the Belle Haven Country Club south of Alexandria, and we invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon is STAG at *Springfield Golf & Country Club* on Jan. 15th 2003. Contact Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 or (EKWJR@earthlink.net) to ensure a place at the table and a bean in the pot.

Verbosely yours, *E.K. Williams, Jr.* Washington Area Representative

LOS ANGELES COUNCIL 57 ALPA RETIREMENT PARTY

Hello gang, This is a quick "heads up" on the fact that Council 57 in Los Angeles will be hosting our annual ALPA Retirement and Recognition Party on Saturday January 18th at the *Proud Bird Restaurant* which is located just south of the approach lights of Rwy 25L in LAX.

We are planning on a live band and a fun-filled evening with friends and family. We are planning on reserving tables for individuals that would like to be seated together, so mark your calendar for January 18th and get your names into the LA Office (310) 342-8747 to secure a place at the table. We will be back with more information on cost and deadline information shortly.

In addition to the members of the pilot group that are being honored for their years of service to the profession, we will be saying thanks for more than four decades of support provided by both the systems most senior FOSR, Sue Ross, and the great work of Administrative Assistant, Jeanne Sampson, in the flight office who have both elected to retire in 2002.

We would appreciate wide distribution of this information to the troops. If you have any questions please drop me a note or call.

Cheers, Corey Ferguson, 3 Glen Eagles, Trabuco Canyon, CA 92679 Home 949 888-6904

E-mail: cjf@compuserve.com

Another "Caterpillar Club" member

Joe Irvine, jirvine@pon.net

Just found the article about Caterpillar Club members so here is my story.

I was at Kelly Field in the middle of July training in "Pursuit" flying P1's and P12's. I was sent out to practice acrobatics in a P1. As soon as I got to the practice area at the minimum required altitude, I started a slow roll and stalled it on my back and fell into an inverted spin. This I had not planned to do and although

I had been in one before, I soon found the ground looking pretty close so I opened my seat belt and was thrown out so I had no reason then not to pull the ripcord. I immediately found that the pilot chute had wrapped around my right foot preventing the main chute from opening. After kicking at it and trying to reach it, it fell clear, scaring me, as the slack in the shrouds was taken up, and I also got a pretty good jolt as I was jerked upright. On the ground, as I was unbuckling, I found the rip-cord in my right hand. I received a 1" gold caterpillar with 2 little ruby eyes and my name on the front and "from Irving Chute Co" engraved on the back.

A couple of weeks ago, we received the following news column from retired former Chief Pilot Bill Dunkle, with the note, "I agree with everything the reporter says, except it was Eddie Carlson who started the disastrous slide into today's mess."

I was contemplating if we had room for it when we got news of Bill's death. Since he was a levelheaded and well-admired leader, who probably knew where a few bodies were buried, let this be his swan song. Ed.

United's Execs Can't Shift All Blame To Unions by David Greising

The unions made them do it.

The body language and official statements from United Airlines leave the impression that the greedy and irresponsible unions have brought the airline to the brink of bankruptcy.

The unions won't take the necessary wage cuts. They fight every furlough. Their representatives on United's board of directors are mad with power.

From the lowliest baggage handler to the two members of United's board, the forces of labor have done United in.

There's a smidgen of truth to it. But really, now. Let's not overlook other key culprits in the United mess: United's top management.

The hall of blame runs at least back to Richard Ferris. In the mid-1980s, he combined the airline with rental-car and hotel companies, a high-concept calamity called "Allegis." Investors couldn't take the hyper-cyclicity of a company exposed to the huge capital costs and sharp swings of the entire travel sector. Steve Wolf followed. The former Flying Tigers CEO's disparaging treatment so enraged United's workforce that pilots insisted on his ouster as a condition of the groundbreaking 1994 employee stock ownership plan. In return for nearly \$5 billion in wage cuts, unions got a 55 per-cent stake in the company and a promise to be treated like partners by management.

The wage cuts stuck. The commitment to a partnership did not.

Even when management tried to appease workers, its efforts still caused rancor.

In 1998, Chief Executive Gerald Greenwald granted pilots a one-time raise that embittered the rest of United's work force. Greenwald also mistakenly designated his preferred heir apparent, John Edwardson, to play hatchet man in the company's labor relations. Edwardson served that role with relish.

And the unions, when the time came in 1998, relished blocking Edwardson's ascent to the top job.

The result was Jim Goodwin. A career United operations executive, Goodwin reached for a strategic vision. He tried a merger with US Airways, also without consulting the unions. It failed: He proposed Avolar a business unit focused on business travelers. It never flew.

Then, after the Sept. 11 terrorist attacks, Goodwin declared in a memo to employees that United could "perish" if employees wouldn't agree to major, immediate wage cuts. Most people saw the move as a ham-handed negotiating ploy. United's board correctly recognized it as reckless overstatement.

Goodwin lost his job, but won a big payday: a \$5.7 million severance package, announced as United struggled through its post-9/11 malaise in March. The Goodwin parachute still rankles employees.

United's board promoted one of its own, former Weyerhaeuser Chief Executive Jack Creighton, to replace Goodwin. At the troubled forest products company, Creighton had masterfully handled delicate labor talks and fostered a new period of cooperation with Weyerhaeuser's combative unions.

Creighton could work no such magic at United.

His strategy seemed to make sense. First, Creighton would grant rich new wage packages to United's flight attendants and mechanics, matching the pay boost Goodwin had handed to pilots. Then, Creighton figured,

he would get all of them to agree to significant wage cuts.

That way, United could win \$1.8 billion in loan guarantees from a federal airline stabilization board created amid a full-frontal industry lobbying effort just days after the Sept. 11 World Trade Center catastrophe.

Part A of Creighton's plan worked. The unions gladly grabbed the raises. Part B did not. The unions weren't about to give the money back.

The pilots did agree to 10 percent wage cuts. But they made their concession contingent on similar give-backs from the other unions. This was a cynical publicity stunt by a union leadership that knew full well the flight attendants, in particular, would never agree to concessions.

CEOs have disappointed United's workers for nearly two decades now. Creighton shouldn't be surprised that the unions are now returning the favor - even if a United bankruptcy is the unfortunate result. Chicago Tribune 16 August, 2002

What's Happening at USAirways, by *Jerry Terstiege, member UP3C*

I spoke to an "informed source" in the USAirways pilot group to determine what is going on at that property. The pilots at USAirways were really under the gun once they determined that the company's dire financial condition made bankruptcy inevitable.

It seems that the aircraft lessors were unwilling to renegotiate aircraft leases. The lessors were apparently afraid to open the door to such reductions, which would lead other airlines to doing the same; they'd rather see one or two bankruptcies than a widespread attack on their leases. These aircraft leases were a huge expense for USAirways.

Once they started considering bankruptcy, USAirways hired the usual experts and additionally they hired an attorney who was formerly with the PBGC to help with that agency and with the ATSB, which controls loans to airlines. We understand that this attorney walked USAirways' leaders through the PBGC to find out exactly what it would take to satisfy the agency.

CEO Siegel and senior management held employee meetings to discuss the serious problems. Negotiations with the various unions took place. Just prior to filing Chapter 11, concessionary agreements with the pilots and with the flight attendants were achieved.

These agreements, along with the company's business plan, were then presented to the PBGC and the ATSB for approval, and then to the Bankruptcy Judge who has accepted them. These revised agreements will remain in place for the agreed to terms pending the successful discharge of the company from bankruptcy following reorganization. The IAM and CWA who represent the customer service agents, subsequently also settled with the company.

These agreements with the unions could be scrapped if the judge determines that conditions have changed and more is needed to make the company viable going forward. Under provisions of Section 1113 of the bankruptcy Code, the judge may invalidate labor contracts and/or impose concessions as required by the Court.

The pilots agreed to wage cuts of about 28%, returning wages to the levels existing in about the year 2000, before two recent increases caused by improvements at other carriers were applied under ALPA's "Me Too + 1%" contract at USAirways. Duty rigs remained unchanged. Scope and furlough protections were drastically reduced.

USAirways pilots have no B-Plan pension, only an A-Plan. Their A-Plan allows for a cash-out at retirement, which has been taken by most pilot retirees in recent years. The agreement with the company calls for continued payment of pension pay to those receiving it, without reduction to qualified or non-qualified payments. The PBGC satisfied itself that sufficient funds existed in the USAirways trust fund to guarantee PBGC minimum payments, so they did not move to take over the trust. The PBGC is expected to closely monitor conditions.

Their medical plan was revised, eliminating the several options previously available and leaving only a PPO plan with cost sharing premiums to be paid by employees and retirees. Annual increases in these premiums were negotiated for the next six years. The action is now in the Bankruptcy Court, where the reorganization is taking shape.

NRSA TRAVEL REMINDER

United locations outside the U.S. have contacted headquarters to request support in advising NRSA Retirees and eligibles who plan to travel internationally, to carry back-up tickets on other carriers to avoid getting stuck at a location if United's flights are full.

It's difficult for many locations to issue reduced-fare tickets on demand. The standard lead time after retirees drop off a ticket is 3 to 5 days worldwide. While some stations can issue the tickets sooner, it is not always possible at many other stations.

Retirees are allowed to list those younger than 18 in first class on a 3-class international flight. Parents and eligibles who are at least 18 and who are eligible for benefits must be accompanied by the retiree or the retiree's spouse or domestic partner in the first class cabin.

If we can reinforce the eligibility requirements for the first class cabin, we can avoid wasting a number of expensive meals that are ordered and then wasted because travelers are ineligible.

Newsline

Study Sees Cancer Survival in a More Optimistic Light

By Donald G. McNeil, Jr. NY Times

"It's malignant? Then give it to me straight, Doc. How long have I got?"

The correct answer to that question, a new study suggests, may be more optimistic than Doc thinks. Because statistical methods used in calculating cancer survival are too conservative, the study says, Americans with cancer are actually living longer than many doctors have been led to expect, and patients researching their disease on the Internet may be reading prognoses that are grimmer than the truth.

A study of 24 million Americans in whom cancer was diagnosed from 1978 through 1998, to be published today in *The Lancet*, a British medical journal, argues that the traditional cohort method used to estimate survival rates does not consider the leaps made in cancer diagnosis and treatment in recent years.

Using a different method called period analysis; the epidemiology study concluded that all cancer patients whose tumors are diagnosed today have a 51 percent chance of living 20 years. The cohort method would give them only a 40 percent chance.

The differences vary widely with the types of cancer. Patients with cancer of the prostate, ovary, rectum or breast, or those with leukemia or Hodgkin's disease, probably have much better survival rates than previous figures suggested, said the study's author, Dr. Hermann Brenner of the German Center for Research on Aging in Heidelberg, who used the National Cancer Institute's database.

For example, Dr. Brenner said, a woman with ovarian cancer may have been told that she has a 35 percent chance of surviving 20 years; in fact, she probably has at least a 50 percent chance of living that long. A man with prostate cancer may be told that he has a 44 percent chance of surviving 20 years; in fact, Dr. Brenner said, he probably has an 81 percent chance. However, Dr. Brenner conceded that some of the most significant "improvements" in survival come not from miracle cures but from new tests that find tumors - including tiny, slow-growing ones - very early. "For prostate cancer, it's clear that early diagnosis or even over-diagnosis may play a role," he said.

But for colorectal cancer, leukemia and other cancers, he said, early detection and better treatment produce genuinely longer lives. The current chance of living 20 years after a diagnosis of rectal cancer is about 49 percent, not 39 percent, his study found, and with leukemia 26 percent rather than 21 percent. The new analysis included 20-year relative survival rates of 95 percent for thyroid cancer, 88 percent for testicular cancer, better than 80 percent for melanomas and prostate cancer, and 65 percent for breast cancer. The study did not analyze which outcomes stemmed from earlier diagnosis and which stemmed from better treatment.

Other biostatistics experts agreed that Dr. Brenner's analysis probably produces results closer to what a modern prognosis should be. "In an era when life expectancies are going up, even the period method will understate survival probability," said Dr. David A. Freedman, a professor of statistics at the University of California at Berkeley.

To estimate how many patients will live 20 years, the simpler cohort method looks at patients whose dis-

ease was diagnosed in 1978 and counts how many were still alive in 1998. The flaw in using that method to predict the survival of someone whose cancer was diagnosed in 2002 is that it assumes a 1978 treatment plan. With period analysis, a statistician would use 1997 data to compute the probability of living one year, 1996 data to compute the probability of surviving a second, and so on. These probabilities can be multiplied together to estimate the probability of surviving 20 years. (Demographers use this method of analysis to compute life expectancy because looking back 80 years to the birth dates of cohorts of aging citizens says little about life expectancy today.)

But Dr. Donald Berry, head of biostatistics at the M. D. Anderson Cancer Center in Houston, cautioned that the study might have little or no effect on what patients hear from their doctors. "No clinician - well, almost no clinician," Dr. Berry said, would simply quote to a patient the overall survival numbers for a type of cancer. Any good doctor making a prognosis, he said, takes into account the size of a tumor, how far it has spread, the patient's age, success rates of new treatments and other factors. Dr. Brenner agreed, but noted that "these survival statistics based on the old numbers are on the Internet everywhere and are seen there by patients."

An advantage of his calculation method, Dr. Brenner said, is that it is faster at making obvious the impact of new therapies. Such observations can be useful to policy makers who parcel out dollars to researchers. Dr. Brenner used the Surveillance, Epidemiology and End Results database of the National Cancer Institute, which has tracked cancers in about 10 percent of the American population for 30 years.

Dr. Brenda Edwards, the deputy director of the cancer institute's database unit, said Dr. Brenner's conclusions are correct, adding that "we're going to look at some of the features of his method."

Not all the news from Dr. Brenner's recalculation was optimistic. Some cancers that have always had grim prognoses, including those of the lungs, esophagus, liver and pancreas, as well as multiple myelomas, still have very low 20-year survival rates of 2 percent to 8 percent.

HOW TO AVOID STROKE

And Get the Right Life-Saving- Help If It Strikes

Harold P. Adams, Jr., MD, University of Iowa College of Medicine.

Stroke is the leading cause of disability in this country-and the third leading cause of death. Strokes are sometimes called "brain attacks." Like heart attacks, they result from interrupted blood flow to critical tissue. There are two kinds of stroke...

Ischemic stroke is by far the more common type. It is caused by a blood clot that forms within the brain's arteries or is carried by the blood to the brain from elsewhere in the body. Ischemic stroke can also occur when fatty deposits (plaques) rupture inside an artery in the brain or neck.

Hemorrhagic stroke is more likely to result in death. It occurs when a blood vessel in the brain ruptures, allowing uncontrolled bleeding into the brain or surrounding spaces.

AN OUNCE OF PREVENTION

In addition to quitting smoking and keeping blood sugar in check, follow these guidelines...

Keep your blood pressure down. Check pressure annually -more often if you have borderline numbers.

Blood pressure should be 120/80 or below.

People who develop high blood pressure in midlife have higher stroke risk. Most require medication, but stroke risk can be reduced by changes in diet, weight and exercise.

One effective strategy was developed as part of an ongoing study known as Dietary Approaches to Stop Hypertension (DASH). The DASH diet, which emphasizes fruits, vegetables and low-fat dairy products, appears to help reduce blood pressure.

Control cholesterol. Regular exercise and a healthful diet can help you maintain the proper ratio of LDL (bad) cholesterol to HDL (good) cholesterol which reduces formation of artery-narrowing plaques.

The same DASH diet that controls blood pressure helps keep cholesterol down. So does the Mediterranean Diet, which emphasizes grains, fruit, vegetables and olive oil.

If diet and exercise aren't sufficient, your doctor may prescribe cholesterol-lowering medication.

*Relax. Chronic psychological stress elevates stroke risk in two ways. It raises blood pressure and can lead

to overeating, smoking or heavy drinking.

Helpful: Meditation. A recent study showed that transcendental meditation can reduce both stroke and heart attack risk.

Drink alcohol in moderation. Moderate alcohol use seems to lower stroke risk. But don't exceed two glasses of wine daily. And since alcohol can cause other health problems, nondrinkers should not start drinking to reduce stroke risk.

Use aspirin-maybe. Taking aspirin daily may prevent stroke and heart attack by keeping clot-forming platelets from clumping together. Most patients take one 81-mg tablet daily or a 325-mg tablet every other day. But the data are stronger for prevention of heart attack.

Discuss the matter with a doctor before starting aspirin therapy. Aspirin can cause bleeding in the stomach and other problems.

Aspirin is especially beneficial for people who have experienced a transient ischemic attack (TIA). A TIA is often a warning sign that a full-blown stroke is imminent.

Symptoms: TIA symptoms are similar to those of stroke - sudden weakness or numbness of the face, arm or leg, especially on one side of the body ...sudden confusion ...trouble speaking or understanding speech ...vision loss ...sudden severe headache ...or sudden trouble walking, accompanied by dizziness and loss of balance or coordination.

Seek immediate treatment for these symptoms even if they resolve quickly.

Some patients can't tolerate aspirin or have TIA symptoms despite taking aspirin. In such cases, doctors often prescribe other anti-platelet agents, such as ticlopidine (Ticlid) or clopidogrel (Plavix).

THE GOLDEN WINDOW

Treatment within three hours offers the best chance of full recovery. Like heart attack, stroke is a 911 emergency. Before emergency strikes, ask your doctor the location of the nearest "stroke center"-where stroke experts are always on hand.

Using a computed tomography (CT) brain scan or ultrafast magnetic resonance imaging (MRI), a stroke team determines if a stroke is ischemic or hemorrhagic. Clot-busting tissue plasminogen activator (TPA) cannot be given to patients with hemorrhagic stroke. If the stroke is ischemic, TPA given within three hours can be a lifesaver. Delivered by injection into a vein-or via catheter directly into the brain-TPA breaks up blood clots, restoring normal circulation to the brain.

The treatment of hemorrhagic stroke is more difficult, but surgery is sometimes helpful.

Ambulance crews are starting to get sophisticated stroke-treatment tools that until recently were available only in emergency rooms. So, it's usually best to go to the hospital by ambulance.

Bottom Line Health September 2000

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LETTERS

JAIME P. ALEXANDER—19223 Hawthorne Ave, Council Bluffs, IA 51503 ORD '94
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Hello All, Thanks to everyone working on *RUPANEWS*. The publication is better than ever and so much appreciated, especially in these trying times.

On the personal front I can report a good year. My special lady, Dee, and I have made some fun trips including OSH in the '38 Luscombe, and my 50th high school reunion in Ohio with Dee's 182. Well I did bribe her on that one by stopping at Put-in-Bay for a couple of days. My house is still full of family, grand kids, cats, and dogs. We, along with son Jeff (DENFO) and his family, all enjoyed an end of Summer retreat at Lake Okoboji. Erin, the new grand daughter, had her first birthday and probably the last one that she likes the boxes best. *Jaime*

DICK & LAURIE ANDERSON— 11011 NE 12th St. #506, Bellevue, WA 9800 48/55 - 9/87 Ra-la5@cs.com

My birthday was the day before yesterday so I feel I'm being prompt in getting this letter off - reached the three-quarter century mark and happy to be in as good shape as I am! (Check was sent to Cleve a couple of weeks ago!)

The year has been pretty normal - spending half of our time on Maui where we keep very busy with our activities there. We managed to come back to the mainland last April a little differently; took the cruise ship *Legend of the Seas* from HNL to Ensenada, MX.....bus to LAX and UAL to SEA. A very relaxing 12-day trip; great mini-suite at a very good interline rate.

We returned to Maui for the month of July. It's nice during the summer season as not as crowded....but lots of kids. Will be in Seattle area 'til after the U of Washington football season; then a cruise from Bangkok to Sydney. Will be our first visit to Australia.

Greetings to all and thanks to the folders and staffers and our Editor Jock for all the good work. Anxious to hear how the RUPA cruise went this year.

Dick

DON & JEANNINE ANDERSON— 10244 44th Ave. SW, Seattle, WA 98146 anderjay@att.net
57/88 DCA MIA EWR JFK/LGA SFO

Too bad Capital Airlines is not around to again keep UAL from going into bankruptcy. Did I mention that I went to the Capital reunion picnic in September? Check to Cleve. *Don*

JACK ASHFORD—13820 N. 95th St, Longmont, CO 80504

Hi Cleve - I celebrated my 70th birthday this year. We bought a motor home this past Summer - lots of fun! We just returned from a trip to South Africa. Flew UAL to Atlanta and South African Airways to Johannesburg and then to Cape Town. Coach all the way. Two years ago, same trip, we bought Business Class - didn't cost much extra. SAA has reduced the discount from 90% in coach to 75% in Business so it would have cost \$1,500 extra for the upgrade. We got a local group of 13 for the trip and went to a game reserve called "Entabeni" - a 3 hour van ride out of Johannesburg. The trip was arranged by BIG 5 Tours. "Big Five" stands for Elephant, Rhinoceros, Hippopotamus, Lion and Leopard - of which we saw 4. We then flew down to Cape Town and spent 5 nights at the Waterfront. All the accommodation was first class. It was a unique trip and everyone enjoyed it. Wife's folks live in Cape Town so she goes every year. Thanks for the great job you do - my check is on its way. By the way, our e.mail address was incorrect -the "f" was left out correct one is: jjjashford@aol.com. Best regards, *Jack*

LOIS BENEDICT 400 Hawthorne Dr., Glen Ellyn, IL 60137

It has been over a year since my "Ben" passed on. On this October 19-20 we would have been attending our 60th High School reunion in Kewanee, IL. I say, "our" because we were both from the class of '42, and always made it priority to be there every five years to visit and renew old acquaintances. I will be attending by myself, God willing! I didn't know Ross until High School - I had been parochial, and he was public. A fond memory of High School - I had shorthand class right after lunch period and, every once in a while, Ross would come in and sit at my desk with me, and Jimmie De Pauw would sit with Eloise, my best friend. Miss Berg the teacher (an old teacher)

would enter the room, and about that time the bell would ring the class to start, and Miss Berg would screech out in a high voice "Ross Benedict and James De Pauw, leave the classroom" (They belonged to a different class at that time.) Of course everyone in the entire class would howl with laughter. This went on during the entire school year. From age 16 Ben had been in my life. I would come home from a date with someone else, and he would be sitting on my porch step waiting for me. Such determination – how could I not marry him four years later when he was in the Army Air Corps. What a great man, and what a great life – thanks Ben – I love you and miss you so much. Ross's birthday is October 17th. Enclosed is a check for yearly postage fees [*didn't see it. Ed.*] Thanks to all of you who contribute time and effort to the RUPANEWS. *Lola*

TED BOCHNIARZ 11165 Regency Dr, Westchester, IL 60154

Dear Cleve, As treasurer, I will report on the state of the "Foundation" as I have for the last few years. The needs are greater today than at any time in the history of the "Foundation", and the donations are dwindling. There are several reasons for this. The first being the lack of information available to the working pilots and the diminishing amount of payroll deductions as the older pilots retire and the younger ones not picking up the slack. 9/11 and the slow down of the economy has accentuated the lack of participation by the active pilots and the retirees as well.

I am afraid the slow down can produce more people in need, especially since the airline is so much larger. The future certainly looks very interesting.

On a personal note, Dolores and I cruised Alaska in May, spent a quiet summer with our kids and grandkids, and attended two navy reunions this fall . . . one in Norfolk and the other in Philadelphia.

We seem to keep busy, and feel fortunate that our health is as good as it can be for a couple of "golden agers".

We join with all the others in thanking you for all you do in putting out the Newsletter. *Ted*

DONALD H. BROWN—10 Wailea Ekolu Pl #1202, Kihei, HI 96753

Hi Cleve, I sent the postage check a week ago via snail mail.

Donna and I are going through our "shut-down"

drill in preparation for our departure to spend the winter in Maui. It has been another great summer here on Whidbey Island. The weather here was particularly nice in September, and we had visitors every week. My new-hire classmate, Frank Kilgore, stopped by for a couple of days again this year. Last week Donna and I took the ferry to Pt. Townsend to meet our neighbor, retiree Chuck Bates. We got on Chuck's boat and spent the afternoon returning with Chuck to Anacortes, where he moors his boat.

Donna and I are both healthy and enjoying retirement. I try to keep up with the airline via the ALPA online forum. I remember well the turmoil in the mid 80's and am sorry to see the active and furloughed pilots going through these trying times.

Don

HAL CAMPBELL—202 Kyfields, Weaverville, NC 28782 66/93 ORD-CLE-ORD

prchfc@charter.net

Not much to report this year. We haven't gone anywhere except to the kids in ATL. Pat and I both have had ongoing joint problems, primarily with the back. My two injuries are finally catching up to me combined with osteoarthritis. The last three seasons of golf have caused too much pain to make it worthwhile even with ice packs afterwards. I did manage to win our club Super Seniors Championship for the 2nd straight year before putting the clubs away for good.

To keep occupied, I again took on the Presidency of our homeowner's association for another two years. We finally hired a management firm so the workload is substantially less. Enough of health problems; we all have them if we live long enough! I'd hate to be working in today's climate. I feel sorry for the current employees and hope they're able to work their way out of this mess. Obviously, we have a vested interest in their success or failure as well.

Thanks to all those people who make RUPA what it is and especially those who supply us with information that concerns all of us! *Hal*

KEN CASE— P O Box 307; Chelan, WA 98816 (509) 682-4288) caseyc82r @aol.com SEA, SFO, LAX, '64-'94

Hi to Jock, Cleve and to all the rest of you who go to so much trouble to keep us in touch and in-

formed. I'm emailing this to both of you because I am not sure who should get the letter. Please don't print it twice. The check will go to Cleve via "snail mail." FYI the information in the 2002 directory is correct as far as it goes. Please add the above email address to it—thanks.

Just finished year 8 of retirement and things are going along just fine for us here in Chelan, right in the middle of the state of Washington, where we have been enjoying some great fall weather. I flew over to Everett (PAE) and back yesterday and actually had to fly an approach to land. I practice under the hood a little more than enough to keep legally current but rarely find myself inside of a cloud for real. Didn't scare me too badly.

We go to Kauai for a while the end of this month. First chance since last year to see how S/A travel is working out. No problem last year, slightly over a month after the horrors of 9-11-01.

I certainly share everyone else's interests/concerns about what the future holds for this once-great company of ours and its present and former employees. I know of many times in the past when "they" would eliminate a trip that was usually full or nearly full or decide to change the color of the uniforms from grey to blue to brown and then back to blue or to repaint the entire fleet stealth gray (did we also own the paint CO?) we would often wonder if "they" new what "they" were doing. Perhaps not.

At any rate, so far it has been a great 38 years and we all hope that continues. In deference to my former 'profession' I have often said "this sure beats peddlin' milk". I would hate to see United go the way of Pan Am, Brannif, Eastern, etc. But, should that happen, I couldn't find too much about which to feel sorry for myself. The "good" of the last 38 years will certainly outweigh the "bad" whatever that might be. I did fill out the on line form and submitted it indicating that I would consider participating in whatever the chapter 11 strategy committee might perceive to be necessary.

Regarding Dave Malone's letter in our October issue, we, too, have long-term-care policies with Sentry, and I will be in touch with Dave shortly. I did do a very cursory investigation of Sentry when we received notice of the second rate increase and found them to be "A" rated with A. M. Best, but not "A plus." We have pretty much decided to stay with them. Won't know if that is the right decision

unless we need the coverage, and hope we never will.

In the beating the dead horse department, I must add my two bits worth to the "who got the rating first" question. Come on guys, lighten up. I enjoyed an acquaintance with and respect for you both when we were in 400 school. I was a few classes behind you. I flew co pilot for Pete on what I think ended up being his last trip and enjoyed that also. I wonder, tongue in cheek, if I might be the first milkman to be rated in the -400? I won't spend any time researching that.

Enough said. I started without thinking I had much to say and have rambled on a bit. Thanks for your patience and keep up the good work. Regards, *Ken*

LARRY L. DARNELL— 607 Shady Glen Rd,
Vacaville, CA 95688

Dear RUPA Staff: Eight years into retirement on November first and four years since my wife Agnes passed away. Our kids finally got it going and I now have three grand children. If I can stay home for a few days I plan to make the Boys' night out in 2003. Keep up the good work.

Yours Truly, *Larry*

TROY EPTING—8150 NE Hidden Cove Rd,
Bainbridge Island WA 98110

Hi Cleve, I can't believe that it's been 15 years since I hung 'em up. First went the motor cycle, then the skis, then the twin Comanche, then the diving equipment, now the boat. Now we really enjoy spending the winter at our desert property in Palm Springs. We are on a lake or pond on a golf course and I don't have to cut a blade of grass, and since we don't play golf we don't have to impress all our friends with all that golf talk. We must have 20 Tennis courts but we don't play tennis, so we eliminate that exertion. We have several swimming pools that help keep up the aerobics, the thing we really enjoy is the chance to sit out in all this beauty and read to our hearts content, which we think is the ultimate pleasure.

Millie & I celebrated our 53rd anniversary last April. She had a knee replacement and after about a year of rehab, she doesn't even think about it any more. I've had a few problems but that's all part of the game. There is always something new that makes life fun and enjoyable, and you always have the memories of the many enjoyments of the past,

not to mention the grand kids.

Thanks to all of you who work so hard for all of us.

Check is in the mail. *Troy*

CHARLES C. FELLOWS—8101 E. Dartmouth Ave. #35 Denver, CO 80231 ccfel-lows@earthlink.net

Gentlemen: This is a commentary on the paragraph entitled, “UAL Chapter 11 Committee,” by Dennis Dillon, in the October 2002 *RUPANEWS*. (Dear Editors, You may want to reprint that paragraph.) In this article, Dennis recognizes that there is a “wide divergence of risk between the recently retired and the older pilots.” After reading this article, and having a brief conversation with Frank McCurdy, another member of said committee, I believe that the thrust of this Chapter 11 Committee, and their attorney(ies) will be securing payment of the “non-qualified” portion of their pensions. All retirees, recent or otherwise, need the “qualified” pension payments to continue, and this committee must make their intentions clear on this issue. Preferably in the *RUPANEWS*.

Highly recommended reading concerning pension protection by the PBGC (Pension Benefit Guaranty Corp) is *Consumer Reports*, October, 2002 issue, “Home Front” section, beginning on page 11.

Scary! Sincerely, *Charles C. Fellows*

P.S. Cleve: Thanks to you and everyone else involved for producing our wonderful *RUPANEWS*.

Response from Dennis Dillon:

Thanks for giving me an opportunity to respond to Charles Fellows.

First, what Charles says is all correct. However what he did not say, and may well not be aware of, tells the rest of the story. First and foremost, all retired pilots need continued payments from the qualified pension plan. The qualified payment represents anywhere from 100% of the pension payment for some, either older retirees or older hires, to around 60% of the payment for a high salary recent retiree. Obviously, preserving that majority portion of the pension is the primary goal in any bankruptcy. However, thanks to Congress and the legislation that established the Pension Benefit Guarantee Corporation, it appears that, with the estimated current level of funding in the pilot pension plan and the minimum pension guarantee by the PBGC, the risk to the qualified payments is not great, particularly for the older pilot. The reason the older pilot has less risk is because the PBGC

bases its minimum guarantee on retirement age, and in the event of a plan termination, it considers the termination date as the retirement date for the plan participants. Doug Wilsman's treatise on the RUPA website (www.rupa.org) gives some specifics about the minimum guarantee levels based on age. This assessment of the relative security of the qualified pension plan leads the Committee to the conclusion that the largest dollar risk for the retiree group as a whole is the non-qualified pension payments. Obviously, if our assessment of the qualified pension plan's security proves overly optimistic when UAL has to produce current plan information for a Bankruptcy Court, the Committee's priorities will have to be adjusted.

Dennis Dillon ddcgdillon@compuserve.com

R.A. “JUDGE” FRAZIER—PO Box 281409, Lamoille, NV 89828

Hi Cleve, The check is in the mail as they say. It's been a wild and sad ride for UAL. The ESOP bought a bag of bones and we may be witness to the fall of one of the world's truly great airlines. The saddest part is that UAL has long been managed by a succession of incompetent non-airline people who hadn't any interest in running an airline. Their greatest claim to fame, it would seem, was to line the pockets of their own group.

On a happier note, Barb and I have enjoyed good health and are, bit by bit, trying to reduce our commitments and have more time for ourselves. My term as Master of the Masonic Lodge is coming to an end as has my term as chairman of the Elko Airport Board. We've made a couple short motor trips but no real vacation in several years. With luck that will change. Best to all, *Judge*

VICTOR R. HANSEN—3007 W. Horizon Ave, Spokane, WA 99208 vnbbd19@aol.com

Dear Cleve, Very sorry that I am late again – time sure flies when we are having fun!

Still flying my Cessna L-19. Have a new hangar in Spokane, Felts Field – enjoying Spokane very much. Anyone flying through Spokane please call 509-464-1456. Best, *Vic & Bev*

BRIAN H. HENDERSON—14894 Sandy Ln, San Jose, CA 95124 Condorll8@yahoo.com

Hi Cleve, Hey, I'm only a “little” late this month. All is well and I really don't have a lot to report except that my retirement focus seems to be mov-

ing from aviation to railroading. That would be train-watching and model railroading. It's amazing the operational similarities there are between railroading and airlines. Take care, *Brian*

BARNEY HIGGINS—3 Tennis Court Ln, Bernville, PA 19506 barneyhiggins@lusa.com
I would like to advise any of our pilots who flew the F-86 that the "F-86 Sabre Pilots Assn." will be holding their biennial reunion in Las Vegas 13 thru 16 April, 2003.. Their Website is http://www.geocities.com/~whiskey_w/.

Those without email capability can write:
F-86 SABRE PILOTS ASSOCIATION
POST OFFICE BOX 97951
LAS VEGAS NV 89193-7951
Barney

CLYDE W. HOUSE—8742 Crest Basin Ct, Las Vegas, NV 89123
Greetings and salutations, Jock, Hope this finds you on the road to recovery.
Marie and I have had a pretty good year since I did not have any major operations and we did get to spend six weeks on the beautiful Island of Mykonos Greece. That in its self made this a great year. We spent Christmas with the Grand-kids in Tokyo and this Christmas they have moved to Yokohama so we will get a chance to check out that part of Japan. Our 15 year old granddaughter is a great guide and speaks the language quite well, but teenagers move at such a rapid pace that I have a time keeping up.
Will celebrate the big 70 next week so guess it is time to slow down a little bit!!!! Check to Cleve, Prayers to you. *Clyde & Marie*

DAVID B. HOYT—7 Mallard Ln, Westport, CT 06880 DHoyt47001@aol.com
Captain / Captain is my new "handle" in retirement as this past Winter, I obtained my Coast Guard 100 Ton Master captain's license. I am very involved in boating during these three years of retirement moving my own boat up and down the Intracoastal Waterway between Connecticut and Jupiter, FL as well as captaining other's boats. Trips to the Abacos, Keys, and New England put hours and mileage on "2ND CHANCE" with 1st mate of 41 years, Ellie. Anybody in need of a "fully qualified" and most importantly "responsible" boat captain to move a

boat anywhere in the world, please get in touch with me at dhoyt47001@aol.com. There are guys moving boats who you wouldn't trust to valet park your \$100,000 automobile yet give them a \$2,000,000 to \$7,000,000 boat to move for you. Think about it!
Life is good and am grateful of having turned a hobby into a job for 34 years and am now into a 2nd hobby turned professional.
Sending check to Cleve in snail mail. Regards,
Captain / Captain, *Dave*

JIM HUFF— PO Box 301, Maunaloa, Hi 96770
Hi Cleve: Check's "in the mail".. and you can send my Nov through April 03's newsletters to me at "PO Box 301, Maunaloa, Hi 96770". Mahalo. Vera & I are still enjoying our grateful retirement, and thankfully in reasonably good health. Can't complain, as I guess I was never "first" at anything, and I don't think we even ever had a "family Bible"!!
Regards & Mahalo to all the dedicated "folder's & stuffer's!" *Jim*

HOWARD P. HUNTER P.O. Box 1838, Pinetop, AZ 85936
Dear Jock: Thought I just wrote my annual letter ... the year really went by fast. Dad told me, "The older you get, the faster time goes" ... how right he was!!!
All is well in Tucson and Pinetop. The fire sent us down into HOT Tucson for a week in June, and it was wonderful to be able to return to COOL Pinetop. Fortunately, they stopped the fire about 10 miles from us - no visible evidence of the fire anywhere near us. We're very grateful!
We've had a fun, healthy year with family and friends.
Thanks to all the folders and stuffers. I do enjoy reading about everyone's coming and going. *Howard*

GEORGE W JOHNSON—10396 Rainer Ave S, Seattle, WA 98178 206-772-1253 JFK, EWR, CLE, SEA, SFO '64-'01
Hi Cleve, I really enjoy reading the newsletter and would like to thank "all" who make it possible. It has been a year since I flew my last trip, SYD-SFO. I really miss everything, from the fine airplanes to all the fine people. (I know, GET A LIFE!!)
At any rate, I took three and half months off and

decided that I wasn't ready to retire. I started flying Learjet's for an Air Ambulance company, here in Seattle. The job is really fun and I get to sleep in my own bed almost every night. We have several re-cycled airline pilots including Al Black from UAL, who reminds me that he is now senior to me. We did have a couple of trips together and really enjoyed reminiscing about the old days and the great and not so great captains we flew with. My bride, Veronica, and I have been married 37 years now, so I guess I never was a real airline pilot. We have two grown kids, Bill, who is still single and is the Country Manager for Airborne Express in Seoul, Korea and Andrea, who is married and has two children and lives in Medina, OH. Best Regards to All, *George & Veronica*

GEORGE F. KANE—19101 SE Sea Turtle Ct. B101, Tequesta, FL 33469 captgfk@aol.com
Dear Cleve, Enclosed please find annual postage fee for *RUPANEWS*. My thanks to all who contribute to this fine effort. Made it to Medicare this year and also noticed that the grandchildren seem to be getting taller. We had a nice trip to Europe this past spring, the UAL folks treated us very nicely on both sides of the Atlantic. Best to all!!! Sincerely, *George*

MICHAEL J. KENDEL—5809 Flambeau Rd, Rancho Palos Verdes, CA 90275 lednek@mindspring.com
Reference Dave Malone's letter, October, 2002 *RUPANEWS*

Dear David, I read your letter in the latest *RUPANEWS* regarding the Sentry LTI plan. I guess that by this time you also received the letter advising of the raise in premiums payable in the near future or the other rather unattractive option to lose all premiums paid to date in exchange for a possible paltry future handout in a time of need.

I contacted ALPA about this and I received the following answer that may be of some interest to you at this time. Captain Kendel -- I've tried to return your call just now, but got a busy signal -- I hope this is an acceptable alternative. At the moment, my best suggestion to you is to hold off on a decision on the form that was provided to

you by Sentry. We had a conference call this morning with Sentry's president and a member of their legal staff, asking them to expand the alternatives available to ALPA members in light of this rate increase, and they are going to go back to their actuarial staff and ask them to review some other choices. We have another call scheduled with them next Wednesday morning, and following that conversation we may know more about what's available to ALPA members. If you'd like to call me back then -- or after; I'd say to give us a day or two to organize our response -- I'd be happy to talk to you about what we've learned. I can be reached directly at 1-703-689-4156, or by return e-mail. Thank you. Cindy Roy, CLU
Senior Insurance Analyst

I have not followed up with a call back to ALPA because I have been quite occupied with other matters but I did call up the GLTC Administrators and the "line" there is that our plan is superior to any others available now and cheaper also (even with the raise in premiums). Bottom line, KEEP PAYING THE PREMIUMS AND KEEP THE PLAN. I also called up USAA and discussed the matter with them since they do provide a John Hancock plan that is similar to the current ALPA plan, but the person I discussed this with assured me that my best interests would be to remain with Sentry because it is cheaper and the benefits are better than current plans and the company is well rated. That was, essentially, the same advise I received from GLTC. I also called Hancock and was sent a packet of materials for the current ALPA plan but I have not had a chance to look it over yet. Based on the above information, I am currently inclined to continue with Sentry and pray for the



company's good financial health in the future. I was also told by GLTC that it was not absolutely necessary to make a choice on the form that was sent with their letter. If they do not receive the form with the choice indicated, they will assume that you choose to continue with the Sentry plan and will be billed through ALPA.

With best personal regards, *Mike* 310-541-0262
lednek@mindspring.com

CHUCK KETTERING—4660 Aberfeldy Rd.
Reno, NV 89509, KetReno@aol.com '57-'95, SFO
ORD SFO

A few days late but retirement just takes up too much of my time. Have completed about 90% of the Murphy Elite I'm building. Folks who've done this before tell me I've got about another 90% to go. Hope to get it in the air in 2003.

Looking forward to another great ski season. Mac McCroskey, Viv and I usually hit it pretty hard as soon as there is enough snow in Colorado. Then we finish the season off in March with a trip to Sun Valley. We miss the Interline Ski Week that used to be held there. *The Pioneer Inn* still has great trout and Joe Foss still plays a mean piano in the Eddie Duchin Room at the Lodge.

Sad to see what is becoming of our once great company. I'm keeping my fingers crossed!!

Viv and I fight over who gets to read the newsletter when it arrives. She usually wins. Many, many thanks to all who make it possible. Oh yes! I'm all for guns in the cockpit. *Chuck* AKA Charlie

CHARLES KREKORIAN—9 Midhill Dr, Mill
Valley, CA 94941

Hi Cleve, For the first time it seems I have finally caught up to my birthdate. (Almost) Enclosed is my check for the postage fund. Sorry about the pen and ink, but that is all I use.

Had two great trips this year to the Orient again. First in January to Myanmar, better known as Burma, and Cambodia for the second time. September found us in Nepal and then to South East China via Kunming and other spots, then home through Hong Kong. This trip we flew SFO-NRT and then NRT-BKK, first class. Hong Kong to San Francisco first class also. The only way to go! Just the wife and I, no tour groups, terrific. By the way, Hong has gotten so expensive the locals take the train to Quanjou (Canton) because it is cheaper to buy items. Regards, *Chuck*

DONALD V. KYTE—257 Ostego Rd, Ft. Myers
Beach, FL 33931 56-88. LAX, SEA, ORD, SFO
dvkyte@aol.com

Dear Jock, I think I'm early for once. All is as well with Jean and I as we have any reason to expect. We had a great motor home trip to Prince Edward Island, Canada this summer. What a jewel of a place. Only problem is that it is so far from the Northwest where my kids and grandkids are. Jean's family is near us here in Florida but she was born and raised in Alaska and I spent 10 years up there taking passengers in my Seabee over the whales and glaciers of SE Alaska till I went broke having all that fun. We can't seem to stay away from the Juneau area more than a year or so before being overcome by the burning desire to return. Without the Seabee it isn't the same, however, and I'm not sure my homebuilt amphibian SeaRey is the right bird for such a long trip.

After 14 years of retirement I STILL have dreams about flying for United. There are some major differences, however. Nearly all the time I am a copilot and the captain I am with won't give me a leg! (Probably for good reason.) The other thing is that I have to sneak around so the Flight Office won't see me, since I am retired and not supposed to be flying the line anymore. The crew desk doesn't seem to care and keeps on assigning me trips! I'm not on the payroll, of course. Once in a while I fess up to the crew that "This is my last flight"! They ask why and I tell them that I really retired 14 years ago and thought it was about time to leave the cockpit and stay home. (They still don't give me a leg, however). Check to Cleve.

Many thanks to our hard working RUPA volunteers. All the best, *Don*

BILL LAMBERTSON—695 C Shoreline Rd,
Barrington, IL 60010 lambertsonw@cs.com
Retirement year number five has passed quickly for Nancy and me. Several years ago, we bought two cabins - - one in Wisconsin and one in Colorado. It has taken a considerable amount of time to maintain the cabins, but it has been worth the effort because they have been used a lot by family, friends, and us. We have kept very busy with family activities and are quite involved in our church. Last fall we went on a study trip with a group from our church to Turkey, Greece, and Italy. To escape part of our cold, winter weather, we spent the

month of February in Kona. Last year I became an official Iron Butt Association member, having qualified with a 1,000+ mile ride in one day on my Harley. Several weeks ago I returned from a 5,000 mile ride to California and back. We appreciate very much what you are doing with *RUPANEWS* - - keep up the great work. *Bill*

HERB MARKS—3500 SW 325th St, Federal Way, WA 98023

This is one of those years when “no news is good news”. Aside from turning 75 this summer and the attendant aches and pains, nothing bad has happened to either me or Ruthann. The dog requires me to get out of bed way to early each day to take him for his morning walk, so I’m getting my exercise. My golf game is in the toilet and I don’t have sense enough to quit.

As mentioned, I had a birthday this year and wife Ruthann and daughter, Dana, threw a grand party at our Twin Lakes Clubhouse for me. Had a good time celebrating with all my friends from the club and the area.

Our motor home has not seen the usual activity this year. We’ll probably make up for it come winter. We’re having some difficulty deciding whether or not we’ll go to Arizona again, as usual, but the other half wants to go someplace different, like California! I don’t mind driving through the place but don’t really want to stop over there.

Like everyone else, we’re very concerned about the future for United. It seems that ever since I retired, things have been going downhill for the company. Maybe they should have kept me on. I sure wasn’t ready to retire, but no one listened.

In case any of you missed the e-mail message sent out recently, there is a very interesting organization being formed within the retired pilot group that seeks to protect our retired benefits. It’s called the Pilot Pension Protection Committee. The letter is signed by Jim Krasno and the organization can be reached at www.ualpilotpension.com which takes you to a very interesting web site. As part of this site you can pull up a very good presentation by our own Doug Wilsman on what the options we face in case United goes into bankruptcy.

I hope our esteemed President Geo W gets a little smarter than he’s been acting. No way we can change things in that crazy mixed up Middle East, even if he takes out Saddam. Someone else just as

bad is waiting right behind him.
Hoping for a better year, *Herb*

BUTCH MARTIN—1300 Lakewood Dr. SW, Albany, OR 97321

Cleve: It seems like every year I apologize for my late payment. We have now adopted our twin three year old boys who have been in our home since they were 9 months old. I know that most of you reading this have been touched by and have many stories centered around the drug and alcohol world, ours is just another.

My wife and I are also facing another challenge and lifestyle change in that my wife has been diagnosed with that insidious disease — CANCER. There is always a chance but the current prognosis is not very positive.

Next year will bring an “on time” payment and more positive news.

The best to you all. *Butch*

LEN MARTIN— 7725 Timber Top Dr, Fair Oaks Ranch, TX 78015 lennieboy@juno.com

It has been a couple of years since I last made a literary contribution. I am writing this a few days after the anniversary of 9/11. We were on the WA coast when it happened. As others have described their initial reaction, I also thought it was another "King Kong" movie. I haven't seen or heard of other members with my particular reaction to this event, but several times a week for months afterwards I fought terrorists in the cabin and in the cockpit. That reoccurred a few times on the anniversary. Having made cabin inspections as a part of my job early in my career, I remembered how many offensive and defensive "weapons" were available in a last resort situation. Those of you who have been in First Class on narrow bodies recently have perhaps noticed the steps the flight attendants are taking to obstruct entry to the cockpit when the door is open. It is interesting to me that several people who were very visible in the 9/11 aftermath were alumni of the small Midwestern liberal arts college that I and at least three other RUPA members attended. Lisa and Todd Beamer, the Speaker of the House and George W's speech writer are all grads of Wheaton College.

On another note I have found it more humorous than objectionable the recent argument over who was the first 747-400 boss, something like two

hookers arguing over who is more righteous. I am golfing often and still on the PGA tournament trail. I walked and scored for Tom Kite, John Houston, Bob Estes and Fred Funk in the Texas Open. I was told by my pro caddie friend that La Contera is considered the toughest walking course on the tour with perhaps Castle Pines a close second. These sixty-eight year old legs walked the course twice in three days. I also worked in the International this year and worked the Bay Hill for the first time. Arnold Palmer was his usual backslapping talking to the gallery self.

We are preparing to acquire a larger motor home now that we have finally sold the condo in CO. So those of you who have extended invitations be prepared when you answer your doorbell. When you say ya'll come we will take you up on it.

Best regards to all the workers and thinkers. *Len*

HENRY L. MAXWELL—7S731 Olesen Dr, Naperville, IL 60540 h881954@aol.com

Dear Cleve, really enjoy the newsletter and appreciate all the work that goes into it.

I am almost one year into retirement and it still feels strange.

Barbara and I still live in the same house. No plans to move. Golf game reduces me to tears. We have good health and that is a blessing.

Keep up the good work and let's hop UAL survives. *Hank*

EARL D. MC KENZIE—27051 Mariscal Ln, Mission Viejo, CA 92691 LAXFO

Dear Cleve, Sorry I'm so late in getting the annual postage in. It seems as if things have been so busy since retirement. I don't know how I had time to fly for a living. The past year and a half has been very dramatic for my wife of forty years, Kay, and we've had to incorporate a few changes for awhile. To begin with I had to have a heart and kidney transplant at Cedars Sinai Medical Center in L.A. June 12th of last year. I passed my annual checkup this past June with flying colors. Everything is going great and I'm just about back to my old self. They tell me I have no restrictions whatsoever and to go for it. My wife had to have a knee replacement this past February because of deterioration of an injury she received as a teenager in an auto accident. Her recovery has been great also and she's just about back to normal.

The transplant team cleared me for travel at the year mark, so we've been doing some trips. We're going to St. Louis around the 12th of October for my Air Force Reunion. It's gong to be nice to see some of my old buddies again. Best Regards, *Earl*

DOUG MERRICK—375 State Rte. 129, Walpole, ME 04573 dougml@lincoln.midcoast.com

A Medicare card in my back pocket reminds me that it has been 5 years since retiring. Sure has been enjoyable, especially after listening to our sons telling us about life in the airline business these days. Guess I was part of the good old days, but didn't know it at the time.

Sue and I had a great trip last Spring, taking a boat along a canal in Southern France. Going through some locks with a large private barge one rainy day, we struck up a conversation with them, and they turned out to be Americans. They must have taken pity on us, because when we tied up along the bank that night, they invited us over for a drink. It turned out that we were talking to Retired UAL Captain Tom Holden. We covered a lot of UAL pilots that night over some French wine.

Closer to home, we have plenty to do with boating, golf, and playing with the grandchildren.

Life is good!! *Doug*

LEW MEYER—808 Llanelly Ln, Berwyn, PA 19312 lewmeyer@earthlink.net

Cleve: Thanks for the work you've done over the years for your extended United Family! We all appreciate it.!

Seeing Mac McCroskey's note reminded me of a layover we had at LAX. Mac was on his way to dinner (dressed in a sport coat) when he saw a purse snatching of an old lady. Being a healthy jogger, he took off after the thief. Shortly the thief, seeing Mac was gaining, threw the purse down and having lightened his load hoped to escape. Mac just kept closing. Somehow the thief had circled to the area of the old lady when he collapsed. Mac held him down while the police were called.

When the federal government said I wasn't healthy enough to fly (age 60), I rode my bicycle to the top of Haleaka (in Maui), 10,000 ft. That was the start of some distance cycling. This year in distance events, I've come away with three golds for my age group. Guess most guys my age find an easy chair more comfortable than a bicycle seat.

As proof of how good our friends in the cabin were to us, I've lost about seven pounds since retiring.

Lew

FRANK MURDOCK

Hello Jock, Today, I would like to thank you and the RUPA news staff for providing me with a complimentary copy of the *RUPANEWS* during my tenure as president of the RUAEA (Retired UAL Empl. Assoc.). This was a two-year assignment, and I am now retired from this voluntary duty.

As I read the *RUPANEWS*, I realized with pleasure that I had been associated with a great many pilots and flight managers who are members of your association. I started with UAL in the early 1940s under the old Air Transport Command, at which time many of the now retired flight crews were fledgling UAL pilots. When reading about the many domiciles mentioned by your letter-writers, it brings back a flood of memories. I believe the number of assignments I had with UAL would be comparable to those of the pilot group's: SLC - PDT - OGD - MLI - PVD - MDW - LGA - PIT - JFK - ORD - EXO/WHQ - SFO, and then retirement to SLC. Better hunting & fishing here. . . .

I found in my various mgt. assignments, that UAL was a great corporation to work for, and the many friends & acquaintances I made throughout the company will always be remembered. It is my only hope that, in the future and in some urgent way, United & its personnel will be able to again realize the camaraderie & close working relationship that existed between the various departments in the past. Best personal regards, *Frank Murdock*

Frank, we share your hopes for the future and thank you for your part in helping the cause of retirees. Jock

PHILIP H. NEUBIG—1210 Brotherhood Way, Beaufort, SC 29902
Hi Jock, I talked to Joe Irvine, 91, retired from UAL in 1971 and lives in Sebastopol, Calif. Joe is a lifelong swimmer, competing for University of Texas in 1932 and still swims with a US Master's swim team in CA at 91. I swim with the Marine Corps' Parris Island Masters swim team in Beaufort, SC and read an excellent article about

Joe in the Masters Swim Magazine. I called Joe to see if it would be OK to forward the article to you to put in the *RUPANEWS*. He said he would be happy if I did it and would be happy to talk to any other pilots who may be competing on Masters Teams.

Joe is a member of an over 90 relay team of Jesse Coon, Tex Roberts and Roy Bodine.

This is the article in the July/Aug '02 Swim Magazine.

"Another of the relay members, Joe Irvine, 91 swam on the University of Texas' first swim team in 1932. Although he lives in Sebastopol, CA now, the retired United Airlines pilot returns to Texas occasionally to compete with the other members of the relay.

Like many other nonagenarian swimmers, he started swimming competitively again late in life. Irvine was 71 when he joined a Masters team. He set records for the 1-mile cable swim when he was 75 and again at 85, "mainly because it's not a very popular swim" he said.

His two artificial hips don't slow him down either. Until he was diagnosed with cancer in February, he swam a mile three times a week. Fortunately, the cancer is now in remission, and Irvine is back in the pool.

Swimming, he says, is why he's lived so long. "It just feels so comfortable," he said. "I enjoy it, I enjoy the competition and it helps keep me in shape. I just feel at home in the water. I could swim all day. It's like walking-although I can swim better than I can walk!" *Phil Neubig*



RICHARD W. NEWMAN—1246 Winding Willow Dr, New Port Richey, FL 34655

I see by the letters and publishers comments that we are still in a tussle trying to decide who did what to whom. This seems anti climactic.

I am very sad to have to see this sort of thing even in the pages of our SOCIAL publication. The fact that they are there is the result of a lot of failures to communicate between all of the labor unions and the various managements. We as pilots have paid a lot of money for good representation. Have our leaders looked at some wrong priorities??? Now we are faced with the same travail that befell Eastern management and unions. In that tussle who lost? I have met a few of the Eastern pilots driving cabs in our area, though I have yet to see any of that management team driving a cab. "One day longer than Lorenzo" was a slogan that someone thought up to rouse the rank and file. It came to pass. Now we are met on a battlefield to commemorate those who have fallen here. What kind of a slogan will someone think up this time?? "Management had only their own self-interest and the employees all be damned???"

It has been said that the mechanics on UAL are upset that the money should be given back from some other place in the company's cost structure. That sounds to me as if they feel that the pilots should give more and then some. Do I have that correct? I certainly hope that all of the unions can come to some amicable agreement of how to slice up the pie, and help management as a team to see this battle through to a successful conclusion for all of our sakes. And please don't rouse the animosity of the troops with some slogan correct or not!!! Sincerely, *Dick* No slogans from us, just hope for the future. Ed

PIERRE NEY— 6392 W. Pontiac Dr, Glendale, AZ 85308 pierreny@aol.com

Hi Jock, Hope this finds you on the mend, bright-eyed and bushy tailed. As October arrives here in Phoenix, so does weather more suited to human survival than nurturing rattlesnakes and Gila monsters.

I am a little more than half way through Harley Davidson mechanic school; graduation will be March 1, 2003. The course is quite intense. Have been kicking around various names for the Harley Davidson service, repair and performance shop I

hope to open, so far *Pigpen Inc.* is the front runner. If any reader out there has a suggestion, fire it off to me. The winner will get a free Tee shirt with the official shop logo. Of course a UAL discount will be available for all Harley riders. 'Till next year.

Pierre

What about "Ney Plus Ultra," a pun on the Latin "Ne plus ultra" (none better) - not too many Latin scholars in Arizona I suppose. Best, Jock

WILLIAM "BILL" OLIVER 4303 Gull Cove, New Smyrna Beach, FL 32169

SFOOD, SFOFO, PITFO, DCAFO. DENFO. November 29, 2002, will mark my 80th birthday, and it has been some 24 years plus since I retired from United Airlines. The years have treated me very well. Good friends from UAL have made it particularly worthwhile.

We took a cruise on Norwegian line in December that visited the islands of Grand Cayman, Roatan, Cozumel & the country of Belize. After visiting Cozumel we headed back to Miami and drove home to New Smyrna Beach.

I have been busy with club meetings, such as Artists' Workshop, Sand Dabs, NE RUPA, Southeast Volusia Camera Club, and New Smyrna Beach Lions' Club. I visited Amelia Island in April for the Women's Tennis Tournament. In July we visited my daughter Becky and her family in the city of Tallahassee and spent on the gulf in their boat shelling - great dinner. Mark Ullom, Mary's son, and daughters visited us in July.

I still correspond with Eddie Edwards (my mentor), Ozzie Osgood, and Clem Ellington.

Enough for now and the best to you all. *Bill*

W.A. (BILL) & INGE PHILLIPS—482 Magellan Dr, Sarasota, FL 34243 ORD, DCA, ORD, DCA, ORD & LAX wap727@aol.com

Cleve: Thanks for all the hard work on the RUPANEWS. We have had a very busy time since I wrote two years ago. First we left TN for FL full time. We departed TN on 9/11/01 don't know why but I remember the day very well. This summer we made two trips to Europe. We went on a Viking River Cruise from VIE to AMS via the Danube, the Main-Danube Canal, the Main and Rhine Rivers. About 35 United people were on the 150-person Ship. It was first class, and just before the floods. Later, we spent a month in Germany, with side trips

to Belgium and Austria, two weeks North of Frankfurt and two weeks in Isny in the Allgau region, a truly beautiful area Southwest of Munich. Good loads on all flights to and from FRA. *Bill*

BILL POWELL— 2430 Sandy Shore Dr, Lenoir City, TN 37772 wspowell1@aol.com

Enclosed find the required Mailing fee. It is hard to believe my last flight was 14 years ago. We continue to tour the USA in our RV, and haven't used a "pass" in quite some time. Losing our passes won't hurt too much; the Medical benefits are something else....

Some data about the UAL Pilot group....as of 10/01/02 there are 10,036 pilots at UAL. Of these, 1,355 are not in a flight status (ML, SL, SP, MD/IL, LA, EF (see below), F2 (Furlough), etc.) What is "EF"? Seems that management has seen fit to place a pilot who has used all his sick leave... on "EF". It appears he is being paid full pay rather than being put on Medical disability (MD). MD at 55% pay would approximately pay this UAL pilot \$148,000 a year. You figure out what he is receiving! Do all pilots who exhaust their sick leave receive this compensation? You guess! UAL has 238 pilots on medical disability. These pilots should apply for the same deal!

Is it any wonder this airline is in trouble? And the management wants to blame the workers! UAL continues to shrink as pilots retire at age 60, and additional pilots retire early at an ever increasing rate. There are 78 pilots yet to reach age sixty in 2002. I forecast another 40 will elect to retire early during 2002. There are 258 pilots born in 1943 who will retire in 2003. For 2004 there are 223. We all hope (against hope) that there will be something to retire from. UAL has 845 pilots on furlough as of 10/1/02. One of these is a senior pilot required to bid a S/O seat. Of the 844 junior pilots who are furloughed, 7 are flying at other carriers. Having crunched the numbers for the past 17 years, I believe more furloughs will follow... and those now on furlough will not be recalled to UAL. UAL is parking 747-400's in favor of the 777. The 777 cannot do the over water job in the Pacific, and UAL is losing cargo and pax in a vain attempt to save a penny..... and lose the big bucks. But what do I know?

I wish to thank those who preceded me for all their efforts to provide me (and you) a proper retirement.

ALPA work is what put the bread on our table. The work of Hal Osteboe stands out most in my thoughts of thanks. Thanks Hal. And God bless all those who worked so hard to allow me to enjoy a comfortable retirement. *Bill Powell*, Class of 1966
As we go to press, Mr. Tilton has spoken of more furloughs—the only question is how many? Ed

LA VERNE & JEAN REU—5694 Marsh Rd, Elkhorn, WI 53121

Cleve: Enclosed is our postage dues. We miss the *RUPANEWS*.

LaVerne is enjoying his retirement, especially now he has a home in Inverness, FL to keep warm in winter. He golfs a little, walks a bit, eats a lot, and tells me what to do. That's why you're getting this. He told me to!!! *Jean*

NEAL RIDENOUR— 19W 264 86th St, Downers Grove ,IL 60516 nealride@attbi.com ORD 51-87
Hi Jock, Glad to see you are well enough to be back on the job. I don't know what we would do without you and all the other hard workers who keep this letter flying.

I just completed 15 years of retirement and am still in good health, flying my Cessna 185 and my glider. My wife, Gerry, came down with cancer of the small bowel in May, so we have been spending all of our time trying to fight that. After visits to Northwestern University Hospital, University of Chicago Hospital, and Mayo Clinic it was decided that an experimental program at U of Chi was the best chance. Even though none of the Doctors gave us much hope, with the help of a lot of prayers and the U of Chi, she is improving and the cancer is shrinking. We pray that it will continue. Best Wishes to all, *Neal*

WILLIAM T. SALISBURY, JR—2903 Leisure Cir, Bumpass, VA 23024

Dear Cleve, For once I don't feel that I have to apologize for being late with the check. Pure coincidence! I will be sending the check under separate cover.

Flying is still a major part of my life. Still am enjoying the 195 and flew it about 80 hours last year. Also flying the Lockheed C-60 for the CAF and have flown it quite a bit this year.

I just returned from a hunting trip adventure in a friend's Lockheed Lodestar. Since he just got the

airplane and is not yet type rated in it, he asked me to come fly with him. We flew the airplane from Tupelo, Mississippi to a little field near Laredo, Texas, with a group of his friends. It was a dove hunting trip. The runway that we landed on was at a little field called Zapata, Texas, right on the Rio Grande. My friend didn't like the looks of security there, so we dropped off the rest of the gang and we then flew the airplane back up to Laredo, where it would be safer.

The ranch where we stayed was something out of the movies. The driveway was 8 miles long. The acreage is estimated at 30,000. The whole place is for hunting. We ate like kings and were treated very well.

Life goes on and our health is good. We lost some senior members of the family this year, three in one month, and this was a little tough on us. My little machine shop continues to keep me occupied and is continuing to thrive.

I do hope that UAL survives, and every time I think of it I am reminded of a confrontation that I had with some unknown crew member in ORD operations one day who was shooting off his mouth. I told him then that he was mistaken if he thought United was so sure-footed, that what happened to Pan American could never happen at UAL. Best regards, *Bill*

RON & GEORGIA SCHAFFER—29835 Butte Dr, Golden, CO 80403

Thanks for all the information that the Newsletter brings to retirees.

We enjoyed some great skiing last season and are looking forward to another good year.

This summer we vacationed in our motor home. In a five-month period we enjoyed seeing some of the Western States then drove to the Canadian Maritime Provinces and the New England area.

Wishing everyone the best. *Ron*

JOHN A. SCHMITZ—4721 Songbird Chico, CA 95973

Hi Cleve, Well, I guess I've reached that age where it becomes easy to forget things. August is my birth month but just forgot to send the (you know what) so here it is now. An "old guy" ---about my age, told me one day that the only thing that does it's job better as you get older is your forgetter! You know, he's right!! Adios, old buddy, *John*

WILLIAM D. SHARP—1520 Rose Ln, Pleasanton, CA 94566 wsharp1520@aol.com

Greetings Cleve, Postage included with this quick note. Loving retirement, need more free time. Project under way at home building a Hot Rod. Traveling and cruising and doing "Honey-Do's."

Willie

E. M. "CURLY" SLOBODIAN—1641 Perry Rd, Ellensburg, WA 98926

Hi Jock, Sure hope all is going well in your struggle. You were missed at the F-86 reunion in Halifax this year. It was a good one!

After the reunion we spent six days visiting Newfoundland, finally got to see some of Canada's tenth province. A good time was had, but it was a bit rushed. The trip ended with four more days in Nova Scotia, which we enjoyed very much.

This year has been another whirlwind, along with a lot of small projects. We finally completed the landscaping of our new home, a three-year project ended except for fine tuning! We are enjoying it very much.

Included with the memories of 9/11, every year our family now has another sad thing to ponder. My oldest brother was killed at a wide open intersection in Saskatchewan on 9/10. The other party failed to stop. He was not wearing his seat belt, but his wife was and is still in the hospital with multiple fractures but not life threatening injuries.

Otherwise, for us, life is good except for the usual aches and pains. We thank god for every sunrise we see!

Kudos to you, Jock, for your excellent and fitting reply to Ed Carroll's letter. I'm sure you will get a lot of comments.

Enclosed is my annual check along with some extra for the grunts. Keep up the good work.

Best regards, *Curly & Annette*

JOHN H. SMITH—4, St. Andrew's Ct, Maplewood, NJ 07040

Dear Jock: Liz and I have moved into a retirement home (new address above). The phone number is 973-313-9121.

Twenty years of retirement this month translates into an 80-year-old! I'm hanging in there Health wise except for eye sight, which has "gone south" due to macular degeneration. I can't read the newspaper or drive the car. Guess that is minor compared with the troubles of others.

Check to Cleve and many thanks for a superb job for RUPA. Best, *Jack*
P.S. Liz had to write this.

ALLAN E. SNOOK—8296 Tempest Ridge Way, Parker, CO 80134 alsnook@compuserve.com
Hi Cleve, I read your note about using e-mail for our letters instead of "snail mail" so thought I would try it. Not easy for an old retired 727 pilot who worries about any thing "glass". (*Thanks for the email, Al, it really helps me out a lot. Cleve*) I hope that Jock is doing better, and want to again thank you guys for all you do with the *RUPANEWS*.

Two years of retirement now and, although I miss the people and the 727, haven't missed anything else about United. I feel bad for the pilots retiring with the stock in the "crapper", but I was one of the 86 who voted against the ESOP in Denver when our leaders wiped out our votes and made it unanimous in favor:-)

Went in to start my Social Security retirement at age 62, and was amazed to see (slightly older now, but still bellyaching) the same people I saw in the unemployment office when I was furloughed in the 70's. Some things never change.

It has been a good year for my wife Marcia and me. We spent the month of May on the Brittany coast of France visiting some French friends of ours.

Weather was spectacular and people were friendly enough to not call me an "ugly American" to my face. The loads were great for standbys. First Class about 2/3 full.

Also had a reunion of my old A-4 squadron in June. 30 out of the original 35 pilots attended. We held the reunion at the Marine Officers Club in Quantico, Virginia (where else would Marines be allowed en mass?) We spent four fun filled, beer drinkin', story telling' days in the reunion of a lifetime. We also had a chance to honor our old Skipper (who served in three wars -World War II, Korea (prisoner of war), and took us to Vietnam.) They honored him at the evening parade of the Marine Corps silent drill team at the Marines Memorial in Washington. You get great seats for the show when you have two retired Generals in your midst:-)

Volunteering for my church, Boy Scouts, and learning to be an interpretive guide for Colorado Parks and Trails keeps me busier than I would really like

to be, but isn't that what retirement is for, after all? It was great to get to see some old friends at the Council 33 retirement party in Denver in August. It was busy because there was a double load of retirees with the cancellation of the party in "01", but everyone had a good time. I can vouch for it because I got the pictures to prove it. You gotta love those digital cameras:-)

Thanks again for all that you guys do. I will send you a cartoon along with the check to show you how much I love e-mail. Semper Fi, *Al*

GEORGE R SORENSON—2841 100th Ave, Kenosha, WI 53144 Gsorenson@wi.rr.com
Dear Cleve, Here is my check for Dues. It has been a good year here in the land of Cheese, hardly seems like a year has passed since retirement. I have been busy with model railroad activities of all kinds (started building a 7½ inch gauge — 1½" inch scale live steam locomotive this summer) and Terry has been busy with her horse operation. Like almost everyone else, I do not know where the time goes! Speaking of time, I want to thank you and all the people involved at RUPA for the time you give and ALL you do for us. You provide a great service for us as well as a wonderful way to stay in touch. Terry and I send our best to all our friends far and wide. *George*

W. H. "BILL" STOCK—13120 127th St. Ct. E., Puyallup, WA 98374 whstock@msn.com
Linda and I are about to leave in another month for



our place in Bradenton.

We will have a separate email address when we get down there but don't know what it will be yet.

We had a great summer in the Pacific Northwest. We played more golf together this year than in previous years, which cut into our time on the boat, but Still had some great cruise time. Looking forward to some golf in Florida where we play more often.

We are thinking of either buying or leasing a small boat down there as we have a dock and davits in the back yard. We will try to do some serious fishing in the bays and intercoastal on the Gulf Coast.

The yearly check will be in the mail shortly. Thanks again to the folders and stuffers. *Bill*

D.J. "SMOKEY" STOVNER—1996 Palo Verde Blvd S, Lake Havasu City, AZ 86403

Jock: My father (deceased) spent 17 years in middle management with UAL as I was growing up. During the Flight Engineers' strike (early '50's) we had a 24-hour armed guard at our house because some things got rather nasty back then.

I started as a sanitation engineer (janitor) with UAL in early 1957. About nine years later I could spell pilot. After 41 years, in 1998, I retired as a 747-400 captain flying the Pacific Rim.

Anyway, in 1985, when we had the war with UAL, I took another pilot, who had just had knee surgery, to the LAX union meeting when Mr. Ferris asked for all the give backs. We were the only two to stand up and say, "Don't do it! If you do this, then for the next contract you should take yoga lessons so you can kiss your ass goodbye." Those were my words exactly! Up to a year later I still had pilots coming up to me and saying, "What did you see coming?" Sorry, been around aviation too long. Your reply to Mr. Carroll in the October issue was right on. *Smokey*

As General Santa Ana said before the Alamo, "Those who forget history are doomed to repeat it." or maybe that was the philosopher, George Santayana. Ed.

DAM F. SUTTON — Six Youngman Dr, Long Valley NJ 07853

Hello Cleve, Enclosed is my check for this years postage. I would like to thank you for all your efforts on our behalf. On the 24th of this month I will celebrate one year of retirement. It has been a great year, but I can say I am glad not to be going

through all the hassle that must be going on at United now. We had enough of that with TWA and Eastern. Staying busy with our church, family and new interests that had to be put on the back burner for years. Thank you again for all your efforts on behalf of all the retired United pilots. Sincerely,

Dain

ROBERT J. SWANSTON—54416 N Yucca Dr, Wickenburg, AZ 85390

Dear Cleve: Apparently I had so much fun this summer that I never got around to letting you know we weren't getting the *RUPANEWS* in Wisconsin. Well, anyway, life goes on at 65. The big birthday was in September so I will probably need help with Medicare at some time in the future. Which means I will need to receive my RUPA magazine. Still on the same routine - fishing and golf on the Island in the summer and fishing and golf in Arizona in the winter. Not getting better at either one, though I think I bested the salmon this summer. We went on our annual duck/goose hunting trip to northern Alberta and enjoyed the snow - HA! At least I did. Guess I forgot to ask my wife how she felt about it all. Limited out which isn't hard in that big country.

Still flying the little 172 across the pond (Lake Michigan) to the casinos in Michigan. Not getting better at the casinos either. Practice doesn't always make perfect.

Thanks to everyone who helps with the magazine.

Bob

DWIGHT TERRELL—PO Box 31658, Aurora, CO 80041

Greetings to all RUPAs. Not a very exciting year, unless you count getting one hip and two knees replaced. It's a long recovery but the pain is gone. Still not up to par and no golf or fishing or skiing. One bright spot - I Did go back to Newark Ohio for my 67th high school class reunion. The few old codgers who were there had a great time, and we're going to do it again in two years. Such optimism. Check is on its way. *Dwight*

ERNIE THOMAS—730 N Reeve Rd, Dataw Island, SC 29920 ethomas@islc.net

Hello everyone: This is my eighth birthday letter, and I think I have finally adjusted to being retired. Health is good, for which I am profoundly grateful,

and I seem to be fairly well pleased with my situation. My golf handicap remains the same, I travel abroad frequently, I write travel articles (for fun, since nobody wants to pay me for them,) and I am still singing with the local SPEBSQSA group, the Beaufort Harbormasters. Don't look for us to win the International Gold Medal--we just have a lot of fun putting on our annual show here, which has been extremely well-received.

News about UA is unsettling, but I don't sit around trying to assign blame to any of the parties involved. Kindest regards to all RUPAs...*Ernie*

J. FRED THOMAS—8932 Biscayne Ct. #1318E, Huntington Beach, CA 92546 LGA, MMW/ORD, LAX

When I sent my dues the last of May, I indicated a report would follow. Well, for what it's worth, here goes. Being a househusband, as many old men find themselves these days, keeping up isn't as easy as it once was. However, things are going as well as one could expect. We see many with greater problems. The past year went about as expected. We attended the Thomas family reunion at Marietta, GA in June. A brother and sister who live in Georgia hosted it. It was a fun affair. Quite a number of the clan attended. Otherwise, considerable time was spent helping a designer obtain pictures and text from the WWII period when he was redesigning the military section of the Queen Mary.

We made the trip to England the last of October. We visited friends near London and were taken behind the scenes at the American Air Museum at Duxford. We saw the B-24 being cleaned up and rebuilt in several instances. It is now in the museum, but more work has to be done before the job is completed. We continued to Norwich for the Second Air Division Association convention for the first ten days of November. Part of the program was the rededication of the 2A, D Memorial Room in the "Fore," as the new Norwich Library is called. The whole combination burned August 1, 1994. A new and modern building, with all the high tech equipment, is finally in business and blessed by the Queen. The weather was better than one would expect. That is, until the last day, when we visited our old WWII air base. Suddenly we were hit with snow and

pea-sized hail while a local minister was conducting a remembrance ceremony at our memorial obelisk. It was of short duration, so the lunch at the local pub and the tour of what is left at the old base was completed under fairly good conditions.

We came home to endure the Christmas orgy that had started just after Labor Day. We had little planned, but that was scrubbed on Christmas Eve night when I awoke with what was diagnosed as atrial fibrillation of the heart at the ER. The medics did their procedures and sent me home. Upon seeing the cardiologist, he put me on the "rat poison," "warfarin". That thinned my blood so as to prepare for a shock procedure in February to put the heart back in its normal rhythm. After running my blood pressures up and down like a window shade, the medics seem to have my pulse and pressures in the expected parameters.

Otherwise, 2002 has been the year of the funeral. In late January, my ex-wife, Myrtle, died at her home near Chicago: She was buried at Southern Pines, NC near her kin. We went to NC to attend the funeral. Upon arrival, I called my wife, Elva's, sister to let her know we were there. She gave me the news that Elva's younger sister had died that very morning. As it turned out, we attended Myrtle's funeral at 1100 and drove forty miles to attend Elva's sister's funeral at 1630 on a Friday. We came home, and shortly after the heart shock procedure, we had a call that my youngest brother had died at his home in Sumter, SC. So, we repacked and flew to Charleston, SC to attend his funeral at nearby Sum-



merville. We went down on Friday and came home Monday without any airline hassle.

Things went along pretty much as usual until June. We went back to NC May 30 to attend a family reunion hosted by the family of my last remaining cousin on my Dad's side of the family. Two of my sisters and their husbands joined us there. A lot of good food was served, and a lot of memories rehashed. We came home June 6th to resume the usual. It was the usual until June 26th when we got the call that my sister's husband had died at their home at High Point, NC. That was a real blow, because we had just visited and attended the reunion with them. He was one of those "salt of the earth" persons, and his passing bothered me more than any of the other deaths in the family. But C'est la damned vie.

DON TRUNICK—28407 Wimbledon Ln, Escondido, CA 92026 MDW/LAX,51-84 dltesc@cox.net or dltesc@yahoo.com

For some reason last two years letters never made to print, Maybe 9/11 ??

Lois and my health is fine other than the "golden years" problems. Have been retired 18 years.

An elevated PSA and biopsy indicated prostate cancer; however 40 days of radiation seems to have cleared the problem.

Not much travel other than a couple of Elderhostels that we can drive to. Starting 12th year at the San Diego AERO/SPACE museum. Work Wednesday's 1000-1400 though, due to I-15 traffic, my time there may be limited. The restoration persons are building from scratch a GEE BEE R1 racer and also a P-26A peashooter. The machine shop has built two Wright Bros. engines, one is runable and is started up each hour at the Gillespie field Annex during Member's day. Shop persons at Gillespie are building from scratch a WWI Sopwith PUP. The PUP's frame, lower wings, landing gear and tail are complete. Top wing and covering will be soon. At Gillespie there are two hangars filled with airplanes and shops. Outside a number of fighter jets are on display. Gillespie is open M, W & F 1000-1500, and is free.

Lois' daughter is still flying F/A at UAL out of LAX. We sure hope that the new CEO can get the airline back running well.

Thanks to those who get the *RUPANEWS* out each month. Look forward to reading what other retirees

are doing. Sad to read about those that have flown west. *Don*

JOE UDOVCH—22486 Caminito Esteban, Laguna Hills, CA 92653 Mostly LAX 1967-1998 jiudovch@yahoo.com

Dear Jock, Cleve and all the hardworking *RUPANEWS* gang. Another year has come and gone; too quickly. Still have health; wealth may be another matter. We'll see how it all plays out as UAL navigates itself through some pretty troubled times. During the year, I spent a lot of time dealing with end-of-life issues for my stepmother. Taking care of the various aspects, from physical, emotional and medical to financial required some good outside-the-family help. I mention this because I noted in one of the issues of *RUPANEWS* that some of our pilots have also become practicing attorneys. I dealt with one such pilot/attorney who I met when he gave presentations at the pre-retirement seminars in SFO and LAX. His name will go unmentioned, so as to avoid any semblance of "commercial endorsement." But since he specializes in Elder Law, his services were just exactly what I needed.

One of the best favors we can do for our own eventual survivors is to have the end-of-life matters pertaining to ourselves properly delineated and specified. By the very nature of our profession, we tend to be in a comfort zone when we are right on top of Emergency Procedures and as many eventualities as we can foresee. Same thing applies to an estate plan. Nuff said!

Since my summer leisure time was partially truncated, I'm looking forward to a full and fun-packed winter schedule of skiing and any other activities which pique my fancy.

Good wishes to all. *Joe*

RUTH J VERPLANCK—39013 San Joaquin Ave, Las Vegas, NV 89102

Dear Cleve & Jock: All of September I kept saying get that check in...but sorry I'm late again. My thanks to all of you in *RUPANEWS* who keep us informed. Certainly don't get any news about United here locally. A couple of the widows here, plus myself, are concerned about our health benefits! Appreciate all you do. Jock, I hope your health is improving. Sincerely, *Ruth*

BOB VOGTRITTER—1777 Ala Moana Blvd
#1220, Honolulu, HI 96815 Vogtritter@aol.com
'56-'88 ORD

Greetings, It's now over a year since 9/11 and as of this writing, another terrorist shoe has not dropped. Let's hope we find a way to put these cowardly low life's out of business before more damage is done. And what a year it has been for UAL and the airline industry. I have to remind myself that the country is going through an economic down turn as it has many times in the past and we will again enter into an economic up turn. Whether it will come next week or next year it's impossible to say but it will come. Now if only UAL can find a way to hang on. It's too bad past UAL managements forgot the importance of keeping money in the bank. Also it now appears that UAL employees will be asked to bear the brunt of the recovery effort in the form of six-year pay cuts. Talk about being kicked when you're down.

On a lighter note, I've just finished reading Col. Paul Tibbets' "Enola Gay". It's great reading for all aviators and about much more than just the dropping of the A bomb. I enjoyed his description of getting his instrument rating during WW II from a gruff old-time UAL captain.

Oh yes, I forgot to mention that I'm now 74 and that almost all body parts are still functioning. (a few of the more important ones have fallen by the wayside)

Thanks to all for the newsletter. *Bob* TUC-HNL

H. M. "PLUG" WHITE—63 Linda Isle, New Port Beach, CA 92660

It's been just 60 years since reporting in for United's Flight school at Cheyenne Wyoming, thanks to our skiing and sailing friend at Sloan's Lake, Den Co-pilot, Frank Mulvihill, he got me an interview at Walt Addem's office in CHI. Also, it's just a little over one year since leaving the 727 School in DEN,--had hoped to make it to 60 years, so I could make sure I flew with a flight crew, "Without Family Bibles", who had not been born when Dick Jeffery and I reported to Frank Crismon in DEN. It was probably quite a struggle for Charlie Doyle, Nat Messer, Tom Layman and others to get me through the school with my 230 hours, but one year after Pearl Harbor, United was pretty forgiving.

Thank Goodness I have never got what I deserved.

I could have ended up flying a one-way trip on a glider to a French pasture. Instead, Military Air Lift to Alaska with many of the old Air Mail Pilots on DC3's, Korean and Viet Nam air lifts with DC4's, Stratocruisers to Hawaii, United and Pan Am routes to almost everywhere on the "ROPE STARTS"; but most important the privilege to meet and work with some of the best, patient, tolerant people in the world who have helped my wife, Evie, and me in so many, many ways.

Terrribly sorry to hear about N. Wayne Hughes passing. What a Great Guy, He, Buddy Joffrion, and French Conley were just after the "TRACY ACES" and ahead of most of us CPT pilots in Cheyenne. Quoting a friend of mine: "The Devil takes his time with those he is sure of."

Couple of reasons I stayed in the cockpit so long: I loved it, my wife, Evie, said I thought it was the womb; and finally she could never bring herself to figure how she could put up with me full time. I miss you all. The check is in the mail. *Plug*

JOSEPH A. WILDBERGER—33 Harper St, San Francisco, CA 94131

Dear Cleve and all: Well, only one month late, not bad considering I've left the last two issues of *RUPANEWS* sitting on my desk to remind me to mail my dues.

Sad time for UAL, I used to kid about maybe some day using my UAL shares for wallpaper, not much of a joke now. I'm still trying to figure out how I can get by on social security.

Have done some traveling this year, a 17-day cruise in the Mediterranean and a week in France. Might as well take advantage of the passes while I still can.

Thanks for the great job all of you do. *Joe*

RICHARD L. WOODHULL—1105 Alton Rd, Port Charlotte, FL 33952

Gentlemen, I returned from NRT on Sept. 12th, 2002, and decided that that was enough and retired three months early on Oct. 1, 2002. Other than my pension election package, the only recognition from "United" was my first issue of the *RUPANEWS*.

Thank you. After 34 years, again, it is my fellow pilots who have made this the great career that it has been for me, and my fellow pilots who welcome me into the next phase of my life.

Chelation Revisited: I missed the first two articles

on Chelation Therapy, but read "More on Chelation" from Dick Sullivan. I had 30 Chelation treatments and noticed a definite increase in stamina and energy. An FAA required angiogram a year later showed "no coronary heart disease". Not bad for 59, hypertension, and a family history of heart disease. I credit the Chelation, which WAS paid for by BC/BS IL. If you are going to do it might as well send the bills in to insurance. Maybe my success with them will open the door for the next guy.

Dick

IN MEMORIAM

LEE (LELAND) BIERMANN

Captain Lee (Leland) Biermann would have been 81 on November 27th. Lee died August 31, 2002. He had chronic leukemia for 16 years with only one session of chemotherapy. He had 15 wonderful years, but was hospitalized five times in this past year. Lee met his wife, Muriel, in college and they had been married 59 years. They had three children, John, a Lutheran minister; Connie, a flight attendant for UAL, and Jim, a captain for Alaska Airlines, six grandchildren and one great granddaughter.

Lee loved his flying career with United and also enjoyed flying his Piper Turbo Arrow. He was a wonderful Christian husband and father and was well known for his compassion, kindness and generosity. *Muriel Biermann*

ROBERT L. CRAVEN

Captain Robert L. Craven, 74 died Tuesday, Sept. 10, 2002.

Originally from Little Rock, Ark., he was a true Renaissance man. He graduated from Southwestern (now Rhodes) College in Memphis. A World War II veteran of the Navy and an Air Force Veteran, he retired from United Airlines in 1987 after 32 years as a pilot. He was a member of the Fredericksburg Writers Club, Virginia Writers Guild, Commonwealth Hunt Club, a past Senior Warden at Christ Episcopal Church, current President of Episcopal Men's Club and assistant organist. He was a supporter of the Fredericksburg Festival of the Arts', a lifetime pianist, organist and music lover.

He is survived by his wife Jacqueline, two daughters, a son, four stepsons, a sister, and a niece.

Bob was hired in 1955 and, like many of us, was a DC-6 S/O. He was transferred to DEN in 1960 as B-727 F/O then to MIA in 1965 as supervisor and check airman of B-727 S/O's. His first Captain position was in DCA on the B-727. He was promoted to DC-10 Captain at ORD where he completed his career in 1987 after 32 years.

MARJORIE DESKIN

I am sorry to report the passing of Marjorie Deskin on 14 September. She is the wife of retired Captain Marvin Deskin, of San Rafael, CA. She passed away peacefully at her home after a brief acute illness. Margie married her high school sweetheart, Marv at 18. They observed their 60th wedding anniversary together in July of this year. She will be missed by many.

John X. Loughran III SFOFO Retired

WILLIAM E. DUNKLE

Captain Bill Dunkle died on Monday October 14th at his home in Camarillo, California. He was a noted Alaskan bush pilot, pioneer and major airline executive.

Bill had retired from United in 1975, and is remembered by many United Pilots as W.E. Dunkle, Senior Vice President of Flight Operations.

Bill began his aviation career as an Alaskan bush pilot in 1938. At this period, territorial pilots were true Argonauts, sailing the uncharted skies of Alaska with few airports, no weather reporting facilities, navigational aids, charts or lighted runways, little two-way radio capability and very few airplanes equipped for instrument flying.

Shortly thereafter, in 1940, he was employed as a First Officer with the fledgling United Airlines and was promoted to Captain in 1942. Bill eventually served as Senior Vice President of Flight Operations and as a member of United's Board of Directors.

His career with United is recalled by Bill in his autobiography, *A Birds Eye View*, published in 1988. As a pilot with United, Bill flew the B-247, DC-3, Consolidated C-87, DC-4, DC-6, Convair 240, and finally the DC-8.

Besides his activities as pilot and member of United's Senior Management, he served in numerous positions with the Air Line Pilots Association and other aviation organizations. In these capacities, he traveled extensively in Europe, the Middle East and the Orient, meeting with government and

aviation leaders.

He holds numerous awards and honors, including recognition from NASA and a tribute from the U.S. Congress. In 1976, after retirement, Bill and his wife, Marty, moved from Chicago to their present home in Camarillo. Bill became a published author of several books, among them: *A Bird's Eye View; From the Alaskan Bush to the Boardroom of United Airlines*, and *Arctic Flight*, both of which are accounts of early Alaska and modern commercial aviation. In addition, he was the published author of *A Trial in San Serra*. He also served for one year on the Ventura County Grand Jury, was president of the Las Posas County Club, a member of the Camarillo United Methodist Church, and a member of the Quiet Birdmen.

He was an articulate raconteur of stories with a magnificent sense of humor and friendliness.

He is survived by his loving wife of 53 years, Marty, a daughter, Julie, a son, William, and three granddaughters.

A memorial service was held in Camarillo on October 23rd. Memorial contributions may be sent to: United Methodist Church, 291 Anacapa St., Camarillo, CA 93010, or to the American Heart Association.

GLENN A. ALLRED—9, 15, 1919 to 9, 26, 2002
Glenn Allred, co-founder of Allred International, Inc., an aircraft trading and Brokerage Company, passed away on September 26, 2002 in Denver, CO at the age of 83.

From his early days on the farm, Glenn loved flying and aviation. He earned his pilots' license while a college student in Southern Utah and went on to fly in the U.S. Navy and Naval Reserves for 31 years, retiring with the rank of Captain. During WWII and his Naval career, Glenn acted as a training instructor in advanced instrument flying and as a flight instructor in the PBV amphibious transport, he also was a Navy transport pilot flying VIP's out of Anacostia Naval Air Station near Washington DC. Glenn was later Operations Officer at Buckley Naval Air Station, Denver, CO and Minneapolis Naval Air Station, Minneapolis, MN.

In addition to his Naval aviation career, Glenn was a commercial airline pilot flying for TWA, Cal-Eastern, Overseas National Airlines and United Airlines. Glenn spent a total of 34 years with United Airlines, employed as a line pilot, flight instructor, Manager of Flight Training (when United

entered the Jet age with the DC 8), Manager of Training Sales and as United's first Manager of Aircraft Sales. As Manager of Aircraft Sales, Glenn sold 67 jet aircraft for United over a three-and-one-half-year period.

Prior to his retirement from United in 1979, at age 60, Glenn and his son, Eric Allred, formed Allred International where he spent 25 years involved in commercial aircraft brokerage and trading. Allred International has placed 100's of aircraft throughout the world acting as both marketing and acquisition agents.

Allred International is one of the original members of the International Society of Transport Aircraft Trading (ISTAT) and Glenn served on its Board of Directors from 1997 until 2001. Glenn also set on the Board of Kelly Space & Technologies Inc. a San Bernardino, California based space and technologies company involved in the development of reusable space launch vehicles and numerous technological developments including the creation of natural gas (methane) from "green" waste materials. Kelly is also researching the use of sub-orbital spacecraft for the movement of time critical cargo and as public transportation.

Glenn, who was still active in his business until the final weeks of his life, loved all things related to aviation, but more than aviation itself, Glenn loved the people he met and worked with in aviation. Glenn had a great respect for his fellow men and openly shared his knowledge and experience with anyone who was interested or would ask. The industry has lost one of the true "gentlemen" who made aviation the dynamic place it is today. His knowledge and friendship will be missed by all.

Eric Allred

MIKE KENNETT

Captain Mike Kennett passed away on Aug 24, 2002 after a long, courageous battle with colon cancer. He was 58 years old.

Born in Pittsburgh, PA his family moved to the East Bay in the early 50's. Mike started his flying career in the Marines. He flew rescue helicopters in Vietnam and was a flight instructor in Pensacola, FL. Mike started his career at United in April 1969 and was based in New York. He worked for many years at the training center in Denver as a Standards Captain on the 737 and 757/767 program. He also spent many years on the line doing line checks,

IOE's, and route qual's to Europe, Asia and India. Mike was well known for his fairness and integrity. He worked as an ALPA safety chairman and wrote many safety articles for the Cockpit Magazine. His retirement earlier this year was from the SFO 747-400.

Mike was full of life and always had many old car and motorcycle projects. He and his family lived in Sonoma, CA for the last 22 years where he was a volunteer to help finance building projects throughout the area.

Mike was predeceased by his beloved daughter Keri. He is survived by Kathy, his loving wife of 29 years, daughter Whitney, mother Alice and numerous family members.

HARRY JOHN LANGOSH

Harry John Langosh, 81, died Monday, Sept. 23, 2002, at Tri-City Medical Center.

Born Aug. 14, 1921, in Orangeville, Ohio, he lived in Vista, CA for 20 years and in Orange County previously. He was Capt. with United Airlines, retiring in 1981, after 36 years. He was in the U.S. Army Air Corps, serving as a first lieutenant in the 39th Troop Carrier Squadron in the American and Asiatic Theater during World War II. He was a member of the Staff Sergeant Pilot Class 42F Kelly Field, the San Clemente Elk's Club and the Capital Airlines Retiree's Group.

He was a wonderful husband, father, grandfather and great-grandfather and was loved by his entire family. Surviving him are his wife of 54 years, Naomi; sons Stephen and Peter; daughter Karen Jeifreys (Dan); five grandchildren; and three great-grandchildren.

A private graveside service with military honors took place at Riverside National Cemetery in Riverside.

H. CARL MCQUIGG

Captain Carl "Squeakie" McQuigg, 93, of 9324 Chelsea Dr. S, Plantation, FL 33324, died September 26, 2002. He came to this area in 1969 and was a pilot with United Airlines. He is survived by his wife, Elizabeth, of 61 years, 5 children, 10 grandchildren, 4 great-grandchildren, and many nieces and nephews.

Services were held at the T.M. Ralph Plantation Funeral Home. In his memory, the family suggests donations to St. George Catholic Church, 3640 NW

8th St., Plantation, FL 33311

HARVEY R. (RAY) TRIMBLE

Captain Harvey R. (Ray) Trimble, 71, died on Friday, October 4, 2002.

Ray suffered a heart attack followed by kidney failure; there was no prolonged illness.

Ray left the US Navy in 1954 and was hired by Capital Airlines in 1955. He retired from United Airlines as a Captain in 1991. Ray was buried in a private family ceremony in Fairfax Memorial Park in the Columbarium. His ashes will be placed alongside of Marlene's (who died on 01/18/1994). In lieu of flowers, memorial contributions may be made to The Retired United Pilots Foundation, 11165 Regency Dr, Westchester, IL 60154. Cards to the family may be sent to: Mr. David Trimble, 2347 Millennium Ln, Reston, VA 20191 (703-715-0033)

RICHARD U. VAN DYKE

Richard Ulysses Van Dyke, 90, who retired from United Airlines in 1977 as director of flight control based at Washington Dulles International Airport, died October 1 at Rockville Nursing Home of pneumonia. He had a home in Rockville, Maryland.

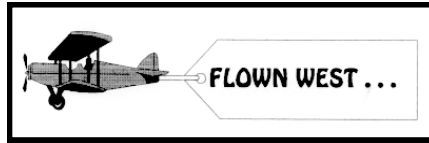
As director of flight control, Mr. Van Dyke oversaw the communications between pilots and ground crew about such matters as weather conditions and flight patterns.

He was born in Greensburg, PA. His friendship with Richard Coulter, who founded Central Airlines, led to a ticket agent job with the airline in 1935. He soon was doing flight control work in Detroit. He moved to the Washington area in 1946, working for a successor airline, Capital. United acquired Capital in 1961.

He was a member and vestryman of Christ Episcopal Church in Rockville, where he was an usher and did volunteer work. His memberships also included the Masons.

Survivors include his wife of 64 years, Beatrice Pollock Van Dyke, three children, Gretchen Dee Collins, Thomas Eric Van Dyke, and Jo Annette Van Dyke-Marion, three grandchildren; and five great-grandchildren.





Mike Kennett	8/24/2002
Leland H. Biermann	8/31/2002
Robert L. Craven	9/10/2002
Harry J. Langosh	9/23/2002
H. Carl McQuigg	9/26/2002
Glenn A. Allred	9/26/2002
Richard U. VanDyke (Dispatcher)	10/1/2002
Harvey Ray Trimble	10/4/2002
William E. Dunkle	10/14/2002
Bernard Muggleston*	10/16/2002

* *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 CC, Stuart* 561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. 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 Mths) Billingsley's (Odd Mths)* 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: November 20th, 2002

Mailing: December 4th, 2002



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