



RUPANEWS

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, My wife and I have recently returned from a most enjoyable though very short trip to Los Angeles, where we attended the Council 57 ALPA Retirement Party on January 18th. Sixty-seven pilots were honored at an elegant party at the Proud Bird Restaurant. Captain Corey Ferguson hosted the event, which in addition to honoring the pilots also recognized the systems most senior FOSR, Sue Ross and Administrative Assistant, Jeanne Sampson, both of who have retired with forty years of service. A most telling sign of the times is that fifteen of the retiring pilots opted out early.

Doug Wilsman, working hard on our behalf, has produced a work sheet whereby you can calculate the benefit you may receive if the PBGC should take over our pensions. Look for his letter elsewhere in this issue. You may be happily surprised at the results you come up with.

Earlier this month I listened in on a telephone conference call put on by Fitch Ratings. They track pension funds among other things. This particular report was on the major airline's pensions. I was surprised to find that United was not the most under-funded; there are others who are more so. United's problem in this area is a lack of cash. If you would like to read this report, e-mail me for a copy.

It has come to our attention that a letter is going out from the Hall/Dubinsky group; also known as URPBPA, asking to represent you in the bankruptcy proceedings. In my opinion, the URPBPA group is primarily set up to protect some of the benefits you currently receive. Among these are our pensions; medical benefits, life insurance and travel benefits. If you do not receive a non-qualified or second pension check every month, it may not be cost effective to join this group.

Many Kudos to Bruce McLeod for his outstanding efforts in upgrading the rupa.org website. He switched our host from Lanset, which failed to give him any support, to YAHOO. The new site has enabled Bruce to list more links. He now post updated information on an almost daily basis. His efforts have paid off big time. The number of hits has gone way up indicating that our membership is using the site to get its information.

Boys Night Out is on February 21st and fast approaching. Once again it's time to gather together and reminisce about old times. We hope to see you there. Fraternally, *Rich*

DANA POINT LUNCHEON

December: Dec. 17th at the Wind and Sea Restaurant, Dana Point Harbor.

Our Group almost did not get seating! Many Xmas parties were booked and our normal Deck seating was not available due to the heavy rain storm that passed through the night before. The Manager...managed...and found us a neat area in the largely empty bar. The tables were small but the chairs were soft. Not a complaint was voiced! Funny, but I didn't notice any Bar Bill? Good service prevailed. Reservations for next Xmas will be made! I hope!

Bruce Dunkle (our official photographer now) brought a great picture album of our RUPA group picnics and lunches. More discussion about Bruce's brother Bill's book *Arctic Flying*, the story of Ptarmigan Air Transport 1933-1941. The story reads well, but sure wish the pictures were not so fuzzy. Several of our more senior members knew Bill. He was certainly respected by the Pilot group as a whole. Wonderful legacy!

Carlos Bernhard is a regular with "The Flying Doctors of Mercy". The Ligra group goes to 4 different locations in Mexican state of Sinaloa, October through June. This last time, they had 15 airplanes, all flown by volunteer pilots.

Jerry Myer and I took in the Pearl Harbor Day Seminar at Chino Airport. Several of the older guest speakers, who where in Pearl when all hell broke loose, commented on the fault of not following up on known information. They were out off the mouth of Pearl Harbor sweeping for targets on the day before the Pearl Harbor attack and found them. No one would believe them. Much as they said, much of the info prior to (9/11) was ignored...

Planes of Fame had a static display of a Zero, which later put on a flyby.

For Hire, at a Dual rate of \$500.00 per hour, was a nice P51. What a nice wish for the New Year!

January: On the Deck outside today there was lots of room under the blue umbrellas. We needed the extra

room for our expanding group! Was it the Food, Conversation or the Great Weather? The service was somewhat slow to start but got up to speed once they threw a couple of more waiters at us. No big deal and all seem to have a good visit before the lunch, and lingered well after lunch in the Harbor area. New to our group were Larry Freeman, Dick Jones, Bob Brockmeier and Jack Moody. Jack shows his retirement date as March of '81. Sailing on his boat, "Our Friendly Seas" with his wife has done him well.

John Callahan came as a guest of Tony Testa. John has a long list of flying accomplishment from his first solo in 1936. He was a friend of Lowell Heacock. Welcome one and all!

Everyone exchanged what info they had on the proceedings at UAL. Who knows where and what the outcome will be. Great concern with the ramifications on our pensions if the Government takes over. Conflicting information! Reminds me of '85.

Conversations quickly got over to war stories and a happy mood prevailed.

Walt Bohl, who is active member of A.A.H.S. "The American Aviation Historical Society", had a back issue of AAHS Journal for all of us. Thanks Walt. The AAHS is a non-profit educational organization, and its quarterly Journal is the leading aviation historical publication in the world today. The Journal, printed on glossy paper, had many good pictures and in depth articles on all kinds of aircraft. Walt is listed as one of the Directors (Does this mean we get another back issue each month, Walt?) Next Meeting 2/17/03. Regards, *Ted Simmons*

DENVER GOOD OL' BOYS MEETINGS

December Meeting: It required supreme effort coupled with almost superhuman skill and cunning, and certainly was no job for the faint-hearted, but the December meeting of the Denver "Good ol' boys" was timed to convene on the exact 99th anniversary of the Wright Brothers first flight. As, it has been reliably confirmed that the historic flight occurred at about 2:00 p.m. which would be noon Denver time, the bell sounded, and a bunch of hungry trenchermen began the charge thru the chow line. This humble scribe's observation of the gusto with which most got into the victuals, left scant concern relating to the edibility and enjoyment of the cuisine. Someone (perhaps it might have been Jim Krasno) alluded to being willing to forego strict observance of his diet. Humble coordinator, believing in clean living and in not consuming diet beverages (including lite beer) threw caution to the wind and made multiple trips thru the chow line. Following the repast, Bob Ashworth noted the final flight west of Capt. Chuck Rife, of Greeley, on Nov. 16. Bob had brought the obit from the local news which he read to those assembled. Bill Hoygaard noted the passing of Capt. Bill Jones, who succumbed to injuries from a fall at home.

Jim Krasno took the floor to bring us up to date on the committee formed to work with the bankruptcy trustees and court, attempting to protect the pensions and interests of the retired pilots. Some discussion was offered relating to various websites and other venues available for keeping updated on this continuing saga. Humble coordinator read excerpts of various articles relating to the chapter 11 filing and told where these had been obtained, and also included a brief update on parked a/c and also meetings between current employees and new CEO, Mr. Glenn Tilton. H.C.'s notes were hazy, but it is believed that Jim Biestek briefly related his experience at another carrier which went bankrupt, which occasioned no feelings of comfort. Late in the proceedings, H.C. unsuccessfully attempted to deal Bill Bates out of his cherry pie desert, and the meeting adjourned at a respectable hour. humble coordinator and scribe, *Ted Wilkinson*

P.S. a pair of reading glasses were left on a table following the meeting, and they went home with (but are un-usable by) the humble coordinator.

January meeting: Another hot and dry day in Denver for this month's meeting. Actually the temp. was unseasonably in the high 50s. As usual, the pre-lunch happy hour was a rousing success. A good turnout eventuated, and at the appointed hour, grilled steaks materialized and the lineup of trenchermen began to chow down. This humble scribe failed to note who led the charge thru the buffet, but it appeared that Howard Reid was pretty near the front. It was a good thing, because with a group like this, someone with experience needs to show the way, and there are none with more experience than Howard.

Following the repast, a general discussion of the prospects at our former employer, and that of our pensions ensued. To paraphrase ol' Abe Lincoln, there was a lot of thunder, but not much enlightenment.

Dick Wagner told of having talked with MacDonald Blesser's wife, Betty, and had to report that he isn't doing well. They reside in Sun City West, AZ. He also reported that Carl Buchanan was scheduled for an operation to re-do a heart bypass, and valve replacement. Pete Cecchinelli reported that Doug Mitchell has been infirm but not hospitalized up in Laramie.

Special note should probably be made of Rick Madsen, who journeyed to this meeting from way up north of Calgary, AL., near the North Pole. Course this is probably the time of year to be leaving that far north, but he came (by dogsled and bushplane) doing his best hirsute imitation of Grizzly Adams. We're glad to have you, Rick.

After most had their fill of vittles and the hot air died down, the meeting adjourned at a respectable hour.

Humble coordinator, *Ted Wilkinson*

TRACY ACES TO HOLD REUNION

Retirees who attended United's Pilot Training School in Tracy, CA (1940-41) will hold a Reunion February 22, the day following BNO. To date, 21 Tracyites (plus wives) have signed up to attend. Most of the Tracyites are members of RUPA. Rich Bouska, President of RUPA, has graciously arranged with the Sheraton Gateway Hotel to extend RUPA's agreed upon rates to this group.

The planned program includes a Hospitality Suite, hosted by Russ and Jean Cottle, a Buffet Breakfast in a private room at 0900, Feb. 22, a tour of the Hiller Aviation Museum at San Carlos Airport, followed by a Cocktail Party (1600) at the Cottle's Hospitality Suite.

Those members who would like to participate but have not yet signed up are encouraged to call Russ Cottle at: 650-854-2490, or Ken Breitschopf at: 650-941-4072, or Scotty Devine at 650-948-9255. Addresses in the RUPA DIRECTORY.

BOY'S NIGHT OUT

Guest Speaker will be:
Jan Kinda, Chief Pilot, SFOFO

Boy's Night Out!

Sleeping rooms, \$89 @ Sheraton.
Call 650-340-8500 or 800-827-0880
Ask for: "RUPA- Boy's Night Out"

Sheraton Gateway Hotel
San Francisco Intl Airport
Friday, February 21st,
2003

5:00 pm – 7:00 pm,
Reception
7:00 pm – 10:00 pm,
Dinner

Only \$40 again this year! Plus a 10% reduction in room rates and complimentary parking for dinner!
Send checks to: Sam Cramb, 20090 La Roda Court, Cupertino, CA 95014
Please indicate choice of Roast Prime Rib of Beef or Salmon Filet.

INFORMATION about Membership & Postage Fees:

\$50 to join and then an Annual Postage Fee of \$25 due on your birthday. Send to Cleve Spring, 1104 Burke Lane, Foster City, CA 94404-3636 phone: 800-787-2429 E-mail clevespring@attbi.com



ALPA Council 34 Retirement Party

Saturday, March 8, 2003 6:30 pm

San Francisco Airport Westin Hotel

Party reservations \$50.00 per person

Check To:

Captain Lori Muir, SFOFO

6016 Crossfield Ct.

San Jose, CA 95120

(408) 268-2511 lorimuir@pacbell.net

Make checks out to: SFO Pilots Retirement Party

FREE Financial Planning Seminars

Friday, March 7 9am-4pm

Saturday, March 8 9am-4pm

FLORIDA – GOLD COAST RUPA LUNCHEON

The Gold Coast Group met on December the 12th at the usual haunt and had a good time. We had the best attendance in a couple of years. Jim Good, recently retired, drove over from Naples on the west coast of Florida. Bob Fiedler, one of my classmates, came down from Jupiter. Al French came over from Fort Meyers. Harry Lloyd came up again from the Keys. Bill Lancaster drove up from Miami, he speaks so little English anymore that most people don't understand him. (He will probably tell me to get off his case sometime soon, but he hasn't done it yet).

We discussed the present plight of our former employer for some time. I think we all learned a bit from the diatribe. I think we all were happy that we are retired. ALPA seems to be taking the lead in the negotiations with the company. I think that they have all of us in mind – Godspeed to the entire process.

The next meeting is to be held on January 9th at the *Flaming Pit Restaurant* in Pompano Beach. If you would like to be put on our postcard reminder list for the meetings, please remit \$100.00 to me, Jerry Bradley, and call me at 561 994-6103. (Things are tough all over)

For our leaders, Jim Carter and Stan Blaschke, I remain the scribe, *Jerry Bradley*

Address changes, Snowbirds & Others:

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods: Cleve spring, 1104 Burke Ln, Foster City, CA 94404 – phone 800-787-2429

E-mail clevespring@attbi.com

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

LAS VEGAS HIGH ROLLERS LUNCHEON

December: December turned out to be one of the best luncheons we have had at *Memphis Barbeque*. A good group turned out, brought presents for "Toys For Tots", and in general had a wonderful time. Much discussion about United's current situation and the effect it will have on retirees, with no solutions attainable. A wait and see attitude and prayers for the best is all that can be offered. Quite a number of our normal group were out of town for the holidays but the attendees are as follows. Andy & Dawn Anderson, Harry & Georgia Arcamuzi, Bill Balboni, George & Denny Atteberry, Barry & Ruth Dixon, Fred & Carol Gumpert, Jerry & Susanna Johnson, Gene & Mary Lamski, Dick Lynch (NEW), Bill & Nan Lindfors (NEW), Hugh & Kathy Mattern, Gerry Metzgar, Oak & Fern Porter, Bud Puckett, Dave & Bonnie Munyon, Lillian Wiper (NEW), Lloyd & Donna Whitlow, and yours truly Clyde House & Marie Loquet. Marie and I are off to Yokohama to spend Christmas with our Grand-daughters but will be back for the January luncheon on the 21st. Merry Christmas to all Ruparians out there and may 2003 look kindly upon us all.
clydie@concentric.net (702) 896-8821

January: January found our Las Vegas group assembled at *Memphis Barbecue* again to enjoy good food and great conversation. A number of our faithful are on the road and did not make it, so they missed out on the special announcement concerning our February luncheon. My wife Marie Loquet has decided to host the next meeting and serve her Grandma's GUMBO recipe. Guess I get to do the cooking while she tells me what to put into the pot!!!!!! Anyway we are looking forward to a big crowd to share the pot. *Clyde House*

LAX LUNCHEON

December: On Dec. 12 we had a wonderful turnout of 70 retired pilots and guests. Chief pilot Gary Meermans filled us in on how United would start operating due to the bankruptcy. We honored Jeannie Sampson who will be retiring from the flight office on Dec. 31. We celebrated Ken Kuecker's 74th birthday. Then I forgot to pass his birthday card around for signatures so I will keep it for his 75th. CHANGE. Now it appears that *Billingsleys* will remain open for a while, so we will meet there on Jan. 16. Remember odd months we meet at *Billingsleys* and the even months at the Hacienda. All of our lunches are coed. Best wishes, *Rex May*

January: I ended the November luncheon report with "where ever and when ever" because *Billingsley's Restaurant* at that time said it was not able to renew it's lease and was closing it's doors December 31st. At that time we did not know where or when the next Van Nuys, California luncheon would be held. However their lease was renewed and 29 of us were there today for the start of our 2003 luncheons. The room was abuzz with hangar flying when Rex May got our attention at 1210, and asked if anyone had anything to say to the group. Herb Goodrich said "for those of you that are getting hard of hearing", and with that there was a response of "what did you say"? Herb went on to say an article in the RUAEA newsletter said Blue Cross will cover the cost of hearing aids up to \$5000. Rex then reminded us that this coming Saturday night is the LAX retirement dinner party. He then introduced Grant Yule & John Vanderwest who were attending their first RUPA luncheon. John Joyce got a chuckle from every one by reading an article he had gotten off the internet, called "Sumpin' to think about". a. The number of physicians in the US is 700,000. b. Accidental deaths caused by Physicians per year is 120,000. c. Accidental deaths per physician are 0.171. (US Dept of health & Human Services) a. The number of gun owners in the US is 80,000,000. b. The number of accidental gun deaths per year (all age groups) is 1,500. c. The number of accidental deaths per gun owner is .0000188. Statistically, doctors are approximately 9,000 times more dangerous than gun owners. Lyle Shelton was introduced and he told us about his F8F Bearcat that has been converted to a Reno Air Race aircraft. Its P&W 2800 engine has been replaced with a Wright 3350 and with modification now develops 4300 horsepower. In 1989 at Las Vegas, New Mexico after 4 passes over a 3 kilometer course its average ground speed was 529 miles per hour. Dave Kirkendall (of Blue Skies aviation at Van Nuys) told us that Lyle's Pits S2B is parked on the Blue Skies ramp and if you want to do some acrobatic flying come on out to Blue Skies. For those of you that were not with us today we hope to see you March 20th here at *Billingsley's* in Van Nuys. Till then, *Doug Rankin*

NORTH EAST FLORIDA MEETING

The NE FL group met at the *Spruce Creek Country Club* on December 3rd. Those pilots who are still active are always invited and welcome at our meetings and we always enjoy getting the latest happenings on the line. This meeting was attended by 34 people. Attending were Lowell & Anne Johnston, Bill & Ginny McKillop, Rich & Maryanne Yoder, Bruce Barton, Hal Storey, Odie Odum, Bud Thompson, Ken & Lucille Poh, Phil & Marilyn Harman, Jesse & Dottie Jernigan, Nelson & Honeylou Funkhouser, Fred & Sandy Schryver, Steve & Lil Moddle, Paul & Linda Graffeo, Kathy Royer (active Capt), Dick & Wilma Russell, Larry & Janet Horton, Ed Gentry, Murray Warren, George & Shirley Spaniel, and Charlotte Forte. Next meeting is planned for February and will be Co-ed. Keep the blue side up, *Lowell Johnston*

JOE CARNES NORTHWEST ILLINOIS LUNCHEON

The Joe Carnes N.W. Illinois RUPA Lunch was held at the *Warsaw Inn* in McHenry IL on January 14th. 90 members and guest were in attendance. Milt Jensen set the tone right and turned the meeting over to Cliff Sanderson who gave a briefing on the present status of United Airlines. Cliff's briefing was very informative and was followed by a questions and answer session. *Claude Nickell*

OHIO NORTH COAST FLYERS MEETING

December: On the first day of December the Cleveland Crazies celebrated their Christmas party by gathering at the lovely home of Captain John and Jo Ann Pinter. The Pinters have entertained the Cleveland UAL workers every December for many years and their hospitality is known far and wide. Their home was resplendent with festive Christmas decorations. The food and snacks provided by the guests were outstanding, with several tables overflowing with goodies. With conversations wafting from the bar and every room, it took great effort to assemble everyone into one room for a short business meeting.

Dick Orr announced that he is resigning as RUPA chapter representative after 10 years and that Captain Richard McMakin will be the new chapter representative in 2003. Richard was welcomed into his new post. Our trusty waitress, Vicki (from *TJ's Restaurant*) was thanked for her years of watching over the group, and presented with a Christmas gift from the members. Rick Dubinsky (who has just retired) gave an overview of what the retirees might expect from the UAL bankruptcy. This was sobering news at best. Don and Beverly Karaskos deserted their Arizona digs to attend, while Jim and Bonnie Moorhead came over from Nevada.

Thanks again to John & JoAnn Pinter for another outstanding gathering of the clan. It was fun! The North Coasters wish everyone a happy and healthy 2003.

January: Having recently been handed the reins of this unruly group by the Great Poobah, Dick Orr, our founding father and long time Den Daddy, I found myself almost at a loss for words. The first meeting of 2003 was held at the usual place. *TJ's Restaurant* in Wooster, Ohio, with many of the usual suspects rounded up. A grand showing for the winter and a credit to the snowbirds who are fast moving south. Several had already chickened out and were sorely missed.

Ken Wheeler updated us on the latest Barbershop Quartet happenings in Zanesville, Ohio and the important dates for the spring. George Bleyle, Phil Jach and Rob Marshall played dueling Internet jokes and many a laugh was had by all. A good thing with all the grave news we are getting from Chicago.

If I may editorialize for a moment; It is a very fine feeling to be around so many of ones friends, friends whom one has known for so long, and in so many difficult situations. Damn I'm proud to be a "Cleveland Crazy".

Our next meeting is scheduled for the 20th of February, and as always it will be co-ed. In the area... drop in.

Richard McMakin

United Airlines Historical Foundation

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

SAN DIEGO LUNCHEON

December: We had a good turnout this last Tuesday 12/10 at *Quails Inn* San Marcus. Those present were Peter Moyer, Don Trunick, Roy Holmes, Bill Willand, Wally Frank, Bill, Pauling, Bob Collins and myself. We enjoyed the stories told, and of course United and its effects on us were discussed. *Bob Bowman*

January: Besides the regular group, we welcomed new member Bert Sandy who drove down from Sun City. Also in attendance were Pete Moyer, Bill Wieland, Bill Pauling, Bob Collins, Hugh Wilson and myself. We always have interesting conversation and sometimes learn something. The rest of you in SAN come on out we have a good time. *Bob Bowman*

SEATTLE GOONEY BIRDS LUNCHEONS

November: The Seattle Gooney Birds met at the *Airport Marriott*.

In addition to the trading of rumors regarding United Airlines, Roger Baird gave a review of the recent RUPA cruise which sounded like a great time for all. The Seattle United Pilots Wives' Club is always looking for new members-talk it up- it is a great group. Howard Holder is looking for a roommate to share the cabin on a March 20 cruise of the Yangtze River-single supplement rooms are very expensive-anyone interested contact him. Two new members were recognized - Mario DeMitchell and Mike Youngquist. We remembered Larry Kingry, he will be missed both as a superb pilot and as a most unique individual. *Dick*

Weisner

December: The Seattle Gooney Birds met at the *Airport Marriott*.

Once again an extra table had to be brought in to accommodate everyone. Ray Hull has negotiated a great price for nametags - \$6.50 - so sign up for one when you sign in for the meeting. Eric Malm provided an up to the minute timetable for the UAL bankruptcy and the timetable provided some information as to how the various dates were determined. Faces were so long after reading this bit of news that we refused to close the meeting until someone provided a joke. Ken Case rose to the occasion so the meeting could be concluded on an up note. At the risk of being politically incorrect; Merry Christmas to all!!!!!! *Brent Revert*

January: The Seattle Gooney Birds monthly luncheon was held at the *SEATAC Marriott*. There were 23 members present. We noted with sadness that three of our older and distinguished members had "Flown West". They were Norm Johnson, Walt Fallon, and Dick Cosgrave. Ray Dapp recounted their careers and their many contributions to the piloting profession through their work with ALPA. They will be missed! After a round of jokes and a discussion of the best time to obtain Offline Tickets at the SEATAC ticket counter (6 to 9PM) the luncheon was adjourned. *Bill Brett*

Notice: The Seattle Domicile Retirement Party will be held Saturday, March 8, 2003 at the *Boeing Museum of Flight*. Anyone wanting to attend is requested to contact Dave Sharpe at bdlsharpe@aol.com to receive an invitation. Those about to retire will really appreciate our support this year. *Brent Revert*
reveille1@earthlink.net

SOUTHEAST FLORIDA LUNCHEON

The Gold Coast group met at the *Flaming Pit Restaurant* on January 9th in the New Year. The worse shape that UAL gets, the more people come to our Luncheons. This time we had 34 gentlemen. Dave Dryer, who has done an incredible amount of work for ALPA over the years, made his first meeting as a retiree. He flew over from the west coast with his personal pilot, Sox Youngblood. (At least that's who he said he was) A good time was had by all.

Next meeting will be at the same place at 11:30 on the 13th of February. For any information about it, call Jim Carter at 561-272-1860 or Stan Blaschke at 954-581-0145. Hope to see you there. *Jerry Bradley* for Jimmy & Stan

TAMPA SUNDOWNERS

On Dec. 12th the Sundowners gathered with their wives for our Christmas Luncheon. We had a wonderful lunch at *PAPPAS'S* in Tarpon Springs. Those attending the luncheon were:

Jim & Patti Cole, Stan & Phyllis Crosier, Jim & Hilda Feneley, Paul & Nell Fidler, Jim & Elivra Irwin, Bud Huffman, Warren & Vicki Jones, Woody & Diane Lynn, Matt Middlebrooks, Jack & Toni Moran, John & Edna Papadakis, Ken & Mary Vanderhyde, Ray & Twila White.

Luncheons in 2003 will be as follows: Odd months (stag) will be at Cuzzins at 11:30am
Even months (with wives) *Ken/Matt* Matt Middlebrooks (727) 787-5550

THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners started off the New Year at the *Oakwood C.C.* in Sun Lakes. Our Host Don Eiken made arrangements for our Guest Speaker (RUAEA President, Jim Fauber.) Every one seemed to enjoy his funny little stories and also some serious talks about our future with UAL. Thank you very much, Jim, for your time, we do appreciate same.

ATTENDING: Fred Anderson, Frenchy & Millie Bourgeois, Mike Carlin, Dick Daniels, Jim & Ginny Dopp, Don & Jan Eiken, Jim & Bonnie Fauber, Bob & Bev Gerdes, Bev Goodlow (TUS), Ralph & Ruth Johnson, Ken & P.J. Killmon, Phil & Pat McDonald, Jim & Sue Mennella, J.O. Martin, Ed & Phyllis Nelson, John & Shirley Prestegaard, Randy & Pam Ryan, Tom & Bev Workinger (TUS), Bill Dutton, Gene Paquette, Jerry Smith.

Our speaker, Jim Fauber, is meeting with Mr. Tilton UAL CEO on Tuesday 14th, so we are looking forward to any NEWS he can give us on Retirees.

Our future Luncheon Dates: Feb. 14th - *Best Western Resort*-Scottsdale Airport, March 14th - *McCormick Ranch Golf Club*, April 11th - *Le Sans Souci Restaurant* in Carefree with our own Bill Dutton performing his magic.

WISHING ALL OF YOU A HAPPY-HEALTHY NEW YEAR FROM THE WARM BEAUTIFUL SUNSHINE STATE. *Frenchy & Millie*

Please call 480-948-1612 for info & reservations or E-Mail-fbourgeois@earthlink.net

TREASURE COAST LUNCHEON

December: We had a pretty good turn out for our Luncheon, Dec 10th at *Miles Grant CC* in Stuart. It was Ladies day and thirty people showed up. It was nice to see everybody again. Paul and Lineka Andes brought guests, Woody & Bobbie Hays, who were visiting from the north. The others attending were: Bill Northup, Jim Dowd, Dave Arey and Jean Kress, Sid and Georgeanne Sigwald, Dick Starita, Clark and Bobbie Luther (It was great to see Clark out and about again), Bob and Linda Schaet, Dave Hoyt, Lloyd and Nancy Barry, Bile Cole, Dick Baese, Glen Hall, Clay and Ann Grant, Jay Mallory, (Jay has a few months to go before he retires. He has promised to give us a briefing on flying the "400" ORD to HKG at one of our upcoming lunches), Vince Consigli, Rudy Pekrul and Lee Weeks.

We are considering moving our luncheon site to a new location. If anyone has a favorite place for lunch let me know and we'll check it out. Watch for next month's reminder card to see if the site has changed. January Luncheon will be on the 14th. Regards, *Bob Schaet*

January: The Treasure Coast Sunbirds held their monthly luncheon at a new location in January, after meeting at *Miles Grant Country Club* for a couple of years it was decided it was time for a change. The luncheon was on Jan 14th at *Walter's Place* in the Holiday Inn-Downtown on Federal Hwy in Stuart. We may continue there for a while or we may try other places. Those in attendance had an enjoyable time. Several of us got to hear Ham Wilson tell of his adventures in the RAF flying Hurricanes and Spitfires. He even became an instructor in Mosquitoes for the US Army Air Corp. Anyone in the Stuart ,FL area on the second Tuesday of the month is welcome to attend our luncheon. Give me a ring at 561-747-2796 to let me know. *Bob Schaet*

Washington Area RUPA, Eddie O'Donnell Luncheon, January 15, 2003

Belle Haven Country Club, our normal meeting place, closes for the month each January. We found refuge at the *Springfield Golf and Country Club* and were treated well by the staff. There was a bright room with a grand view and a very good lunch topped off with the richest of chocolate cakes. As a result of the chocolate there was no chance of anyone going to sleep on the way home.

As usual, we began by gathering around the tables to remain standing for a moment of silence remembering

those who have preceded us in the Flight West. In particular, we thought of those departed since last we met, John David Knudson, William Craton "Tex" Guthrie, Gloria Zurmuhlen, wife of Frank Zurmuhlen and Kathleen "Katie" Duffy, daughter of Edward J.P. Duffy. We remembered the pleasure of their company and the part they played in our lives and our profession.

After lunch, Dave Malone gave us an overview of the latest update to the Doug Wilsman Report. Having studied the report and after discussing it with Doug, Dave was well prepared. There ensued 45 minutes of questions and discussion that hopefully gave us a better understanding of the process should the PBGC at some point in the future take over our pension plan.

Ed Miller and Jerry Goebel manned the Reservation Center for this social event and Hal Cockerill and Bernie Schwartzman stood guard over the name tags and cash. These gentlemen certainly simplified matters for Jack Evans and myself. Thanks to each of them.

Jerry Goebel solicited funds for the Memorial Fund and spoke of the change in address for Bob Morf and Charlie Ake. He reported positive recovery progress for Clark Luther, Jim Curtis and Deke Clark and Betty Morf. We wish each of them speedy rehabilitation.

Bernie Schwartzman told the group that he had information regarding NAVCAD/MARCAD reunions and invited any interested to contact him. He is in the RUPA Directory.

During the pre-lunch social hour and for more than 30 minutes after the MC finally shut up, the atmosphere and social interaction was most reminiscent of the scene in Dulles dispatch when the bank of 37s would arrive and the crews would rush in to greet and meet before their next departure. Everyone seemed to really be having a good time. There were 9 first-time attendees and we extend to them a hearty welcome.

Bob Huguley closely examined the Golden Vessel of Uncertain Heritage before inserting his hand to draw for our door prize. Unlike previous instances, there was no indication of chicanery in the drawing. On the up n' up and fair and square, Chuck Raney and Bob Norrell were drawn. Chuck, being the first drawn, had his choice and we were most impressed as he brought all his wine-making background and knowledge of fine Virginia Wines to the selection of his bottle. I think he muttered something about the red having a pretty label.

Gentlemen, 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 Jan, 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 Coed with the Widows of our Friends as our guests. Join us at Belle Haven on April 16th.** Contact Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574

(EKWJR@earthlink.net) To ensure a place at the table and a bean in the pot.

E.K. Williams, Jr., Washington Area Representative

About the Cover: Stinson "Junior" SM-8A

The Stinson Junior" SM-8A was introduced in 1930 when most other aircraft manufacturers were cutting their staffs and slowing production as the economic conditions in the U.S. worsened. Priced at just \$5,775.00, nearly \$4,000.00 lower than the previous model "Junior," this 4-place cabin monoplane was powered by the newly developed Lycoming 210 h.p., nine cylinder radial engine. Constructed of chrome-moly steel tube fuselage and built-up wooden wings, the entire frame was fabric covered. The wide wing struts were shaped from balsa wood to an Eiffel 380 airfoil section to provide extra lift. Safe and easy to fly, the Stinson "Junior" was a popular personal and business plane. The SM-8A was available with Edo P pontoons at about \$8,000.00. The useful load was 1,080 lbs., and the maximum speed equipped with floats was 115 mph.

Technical Data:

Type:	4-passenger mail	Max. Speed:	125 mph.
Power Plant:	210 h.p. Lycoming radial	Useful load:	1,134 lbs.
Wing Span:	41'-8"	Cruise Speed:	105 mph.
Length:	28'-11"	Landing Speed:	50 m.p.h.

RETIREE MEDICAL BENEFITS

The company is now in Chapter 11 of bankruptcy and will be renegotiating its contract with ALPA. This process, as I understand it, will initially be conducted much like regular section 6 openers, and then the judge will apply his ruling to ensure fairness in meeting the real needs of the company - so it is difficult to estimate where the outcome will lie.

As things presently stand, the company has put out a Christmas tree wish list of their desires for openers. These will be countered by proposals from ALPA. If the parties cannot reach a settlement, the judge will rule.

Here is the company's wish list regarding retiree medical benefits:

"II. RETIRED EMPLOYEES

A. RETIREE MEDICAL

Pre Medicare

Provide the same PPO option as active employees. Employee must be at least age 55 (50 pilots) with at least 10 years of service and retire from active status or illness leave of absence. Employee contribution based on length of service at retirement as follows:

PPO Option

Years of Service % of Cost

10 to 20 100%

20 to 25 75%

25 and over 50%

Post-Medicare

Employee must be at least age 55 (50 pilots) with at least 10 years of service and retire from active status or illness leave of absence. One or more supplemental plans to Medicare will be offered with the retiree paying the full cost of the coverage." *Because there are so many different plans covering retired pilots, depending when and under which plan an individual retired, it is not possible to publish the existing plan for all members. Suffice it to say that the company will attempt to pay as little of the cost as possible. Ed.*

Changes Made to Off-line Ticket Requests

With the closing of U.S. City Ticket Offices (including the World Headquarters location), employee/retiree off-line ticket requests can no longer be processed through these ticket offices. In addition, the Travel Benefits Department can no longer process off-line ticket requests for retirees.

Employees and retirees may still purchase off-line tickets at any United airport ticket counter. Please note that reduced staffing at airport locations may increase customer line waits. In general, a waiting period of 3-5 days for off-line ticket processing should be expected and it is recommended that employees/retirees submit their off-line ticket requests at least 3-5 days in advance. Keep in mind that airport ticket counter hours of operation may vary by location. If you have any questions, please call the Benefits Service Center at 1-800-482-5236, Monday through Friday between 7 a.m. and 7 p.m.

I contacted WHQHR about those retirees who live a long way from an airport and got this reply:

"There is a team working on trying to resolve this issue. They advised the following:"

"In the short term there is no other alternative except to have the retiree go to the ATO. We are looking at long term changes, but cannot move towards those goals for a while."

"As soon as we know more, we will communicate that information as quickly as possible." Cleve

United Airlines Retired Pilots Foundation, Inc.

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



DO-IT-YOURSELF PENSION BENEFIT ESTIMATOR

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

I have read lately (1-24-03) that US Airways may not make it out of Chapter 11 unless its 50% funded pilots' A-Plan is terminated. Also, that UAL's fixed benefit pension plans are now 61% funded and that UAL has proposed alarming (read unacceptable) changes to the pension structure in the current critical negotiations with ALPA. It would be foolhardy today to predict how all this will settle out.

The UAL MEC R & I Committee has written that if our A-plan *does* get terminated it is "...quite likely that some (active?) pilots would suffer severe benefit reductions," but adds that "...due to the complexity of the calculations, the potential reductions are not currently quantifiable."

If the plan is terminated it will be taken over by a federal agency called the PBGC, which partly or totally insures the current *qualified* benefits being paid to retired pilots and widows---depending on their age on the termination date. *Qualified* benefits are defined as monthly payments accrued using a pilot's final average earnings that were not higher than the IRS qualified annual income cap. Generally speaking, if a pilot gets two A-plan checks each month, the larger amount is a *qualified* benefit. The non-qualified payments may be at risk, whether or not the plan terminates.

The PBGC calculates an individual's post-termination *qualified* benefit by using two different methods and then they pay the higher amount for life. Table 1 and the worksheet below can be used by a participant to calculate his/her estimated post-termination *qualified* benefit using the PBGC's two different methods.

The "pc-3 factor" in the table below was estimated by this author. It is this factor that ALPA declines to estimate, partly because its value fluctuates in lockstep with the daily changes in the market value of the plan's investment portfolio. Factors below are based on the estimated portfolio market value as of 1-1-03.

Table 1 DATA APPLICABLE TO HYPOTHETICAL TERMINATION ON 1-1-03

age today	60	61	62	63	64	65	66	67	68	69	70	71
pc-3 factor	0.55	0.66	0.72	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
pc-4 max	2,382	2,638	2,895	3,151	3,407	3,665	4,032	4,434	4,911	5,461	6,083	7,095

age today	72	73	74	75	76	77	78	79	80	81	82	83
pc-3 factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
pc-4max	8,107	8,094	10,130	11,141	13,619	16,095	18,573	21,049	23,528	30,960	38,392	45,825

WORKSHEET

	Gross Pay	PC-3	PC-4 Max	Red. Factor	Red. Max	PC-3 Benefit	PC-4 Benefit
1		2	3	4	5	6	7

Calculation instructions: In **1** enter your monthly *qualified* "gross pay" found on the monthly Earnings Statement from The Northern Trust Company. In **2** enter the pc-3 factor for your age from Table 1. In **3** enter the pc-4 max for your age from Table 1. In **4**, for pilots who opted for a contingent annuitant form at retirement whose spouse is still alive, enter "0.90" if you opted for a 50% annuitant, enter "0.87" if you opted for a 67% annuitant, or enter "0.80" if you opted for a 100% annuitant. For **everyone else, including widows** enter a "1.0" in **4**. For **5**, multiply the entry in **3** times the entry in **4** and enter the product in **5**. For **6**, multiply the entry in **1** times the entry in **2** and enter the product in **6**. For **7**, if the entry in **1** is less than the entry in **5**, enter in **7** the entry in **1**---if the entry in **1** is more than the entry in **5**, enter in **7** the entry in **5**. **The estimated PBGC monthly qualified "gross pay" for life in a hypothetical termination on 1-1-03 is the higher of the entries in 6 and 7.** (See my 8-page detailed report on the RUPA Website at

www.rupa.org under the "Chapter 11" button.) *Doug*
February, 2003 RUPANEWS

LETTERS

WILLIAM E. ATKINS—1660 Taneytown Rd, Gettysburg, PA 17325 watkings@pa.net

Dear Cleve, I hope this makes it on time. All is reasonably well here, a few body repairs but no complaints.

I built a steel frame house last year and joined the computer fraternity. Not literate yet and don't ever expect to be, but I'm having fun. *Bill, I expect you to email your letter to us next year!*

Still playing lousy golf and shooting trap. My garden is getting smaller, but I have no intentions of quitting any of it.

You RUPA people do great work and I appreciate it very much. *Bill*

MILO W. BACON—PO Box 1234, Solvang, CA 93464

Greetings Jock – 2002 has been a dreadful year in that so many of my longtime friends have expired during '02. But I do have the enjoyment of the memories of good times and friends like Bill Dunkle, Wayne Hughes, Jack Goodwin and Curt King to name a few who flew west in '02.

UAL having folded its wings, the *RUPANEWS* is the only source of reading material I get about the great past of UAL and its employees and retirees. Keep up the good work with the *RUPANEWS*. I look forward to receiving it so much. Sincerely,

Milo

REX R. BALES—1031 Olde Chapel Ln, Greensboro, GA 30642 yobales1@cs.com

Cleve, Another year! I can't believe I am 69 and building a house. Ruth and I are playing too much golf and not enough fishing. We both miss Colorado, but I had to descend to a lower altitude. I have an implanted device like Dick Cheney, but mine comes into play pretty often at altitude.

Thanks, *Rex*

HARLIN T. BELL—116 King Richard Ct., Williamsburg VA 23185

This has not been a "Ho, Ho!" season. Last month, my bride (Betty) was diagnosed with lung cancer. Shortly after that I had a biopsy come back – melanoma. It's got to be the water!

Weeks have gone by, doctors, surgeons, MRIs, CAT scans, X-rays, PET; shuttled from one specialist to another – still no treatment has begun for Betty – X-rays, MRIs, etc., it's as if everyone wants a piece of the action, but doesn't want to become involved

If you're going into the hospital – keep a journal – date, place, doctor, treatment, what medication. It takes 45 seconds to enter and can save thousands. You all drive carefully – automobiles aren't the only things the maker recalls. *Harlin*

Our sympathies to your wife and yourself. It is always a good idea to keep a record of your treatment, and a better one to treat your caregivers as part of a team led by oneself. Writing from my own experience, these things can take time (it took from March to September 2000 to positively identify my own lung cancer and settle on an appropriate treatment) but non-small cell cancer (the most common) doesn't grow so rapidly that the delay would be inimical to treatment – best to get it right.

As far as saving thousands – if you have the UAL Traditional Medical Plan, you should find, as I have so far, that everything is covered – though one would have a hard time deciphering that fact from the inundation of bills from everyone. Blue Cross doesn't make it easy to keep track. If I can be of any assistance from my experience, please give me a call. Ed.

AL BENGSTON—17416 N. Stone Haven Dr, Surprise, AZ 85374 captbengt@aol.com

Dear Cleve, The first year of my retirement has come and gone and Bernita and I had a great time. We went on our first cruise through the Hawaiian Islands and on to Vancouver, BC. Our traveling companions were Gino and Marlene Williamson, also retired UAL, and we had a great time. June found us on a driving trip to Illinois, Minnesota and Colorado to see family and old friends. In July our family went to Hawaii for 3 weeks of sun and fun. Son Brad and I caught big marlins, his weighing in at 779 pounds and mine at 403 pounds. Son Craig got a 51 pound Ono. Needless to say it was great fun. Also fun, was watching our 4-year-old grandson, Brendan, play in the surf and sand. He is the delight of our lives and since the whole family lives here in Arizona, we see them all often. In September I went to Ketchikan, Alaska fishing with 29 other guys and brought home about 130

pounds of salmon, so we will eat for awhile. Here at home, we play golf, shoot sporting clays, spend time with Brad, Lynne, Brendan and Craig and generally enjoy life.

Our thoughts and prayers are that the combined leadership UAL and the unions will be able to bring the company back to the airline it once was. *Al*

GERRY BEYER—4842 Del Moreno Dr, Woodland Hills, CA 91364 gandlbeyer@aol.com
I got a new Imac for my 80th birthday and am still struggling with it. I tried sending my annual letter this way last year and it didn't seem to go through. Anyhow, the big 80 finally is here. I don't feel 80 (at least most of the time).

It has been 5 years now since I finally quit flying. I really don't seem to miss it. I guess 54 years of boring holes in the atmosphere are enough.

This year has been filled with a lot of changes. We finally decided that going from ocean to ocean to live in an old beautifully restored 185 year old house was enough. We were very lucky in finding a buyer that wanted it completely furnished. We took a few personal items but left EVERYTHING else in the house, from spices in the cupboard to cleaning supplies in the laundry room. It made the move very easy and as of now we don't regret it. To top it all off, Vermont put on a spectacular foliage display just before we left. We have observed 25 foliage seasons so if we ever get homesick for it we can go to the Woodstock Inn in Woodstock, VT (a Rock resort) and enjoy it without all the maintenance of the house. We stayed there as our home away from home while making our old house livable.

After hearing of Bill Dunkle's death I contacted Marty (his widow) and asked if she would like to have a flyby at the memorial. and she said it would be very nice so I contacted Clay Lacy who agreed immediately and so, after the service, the attendees went to the *Camarillo Country Club*, where Bill spent many hours playing golf (they say they are still looking for some of his clubs in the trees) and Clay flew his totally restored DC-3 in perfect UAL colors over the golf course while everyone observed. It was awesome as Marty said. She had no idea it would be a perfect restoration of a plane Bill might have flown. Bill was one of the best. I flew many trips with him in the DC4. We will all miss him greatly.

Let us all hope Tilton has a magic touch. Thanks for all the good work to the staff. The check is in the mail. *Gerry*

BILL BLANKENSHIP—5432 Meadow Vista Way, Agoura Hills, CA ualflt@pacbell.net
Dear Cleve, I have nothing to print this year. I do want to thank you, Jock and all the volunteers who put out the *RUPANEWS* each month. I am enclosing my check for postage and some for whatever you see fit to do with. I hope all is well with you and yours and that this year will be much better than the last few. All the best, *Bill*

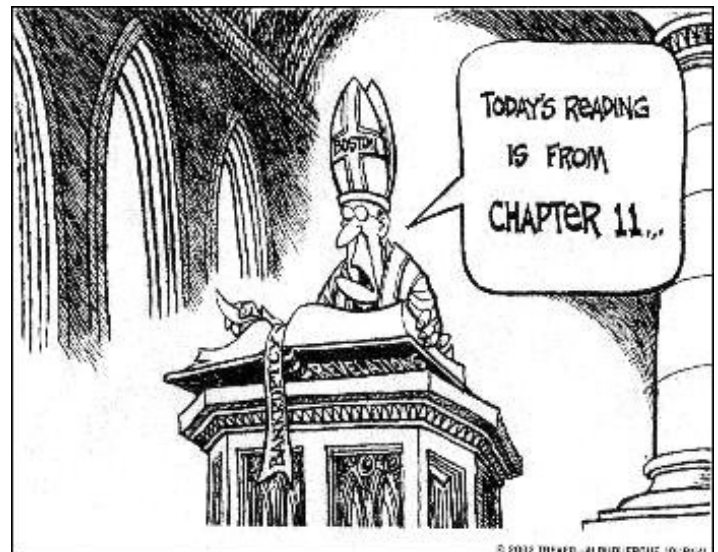
LEON (FRENCHY) BOURGEOIS—5447 E. Oakhurst Way, Scottsdale, AZ. 85254 fbourgeois@earthlink.net

Hi Jock, Fifteen Years Retired. Flew UAL PHX ORD to attend the Oshkosh Air Show. Had X country trip to VA, Ohio, Denver and return in our daughter's Motor Home. Also 2 trips to the Bay Area, two up to Laughlin in our comfortable car. Millie's Oxygen requirements have resulted in our not using our passes. We have really enjoyed our trips by Motor home with some one else doing the driving. Millie hooks up her concentrator, so don't require all the tanks.

We stay active with our PHX Roadrunner's (RUPA) Group from Oct. thru April. May thru Sept. we spend our time in Prescott in the Cool Pines.

Our C182 & Piper Warrior are in a lease back at Scottsdale Airport. I keep current and enjoy these little bird's.

We have our Aches & Pains of 75 yr. olds, but



overall are blessed with Fair Health & Mayo Clinic Close.

We wish all of you a Happy New Year & PRAY For Our GREAT AIRLINE. *Frenchy & Millie*

THOMAS H. BRANCH—4700 W. Lakeridge Rd, Denver, CO 80219

Cleve - Getting you the check in the same month as my birthday shouldn't be a big deal, but it is, and I'm happy to finally have done it. Appreciate all the effort you all go to keeping us informed on so many issues other than just our activities. Got to within 5 strokes of shooting my age, and Katie and I still doing our best not to ACT our age.

The Lord continues to bless us, and we hope he does the same for all who have read this far. Ciao, *Tom*

RICHARD C. BROMWICH—36 Devonshire Ct, Middletown, NJ 07748 flyup@att.net

Just a little late this year! No serious complaints health wise and we are enjoying life.

Throughout my adult life and career as a pilot I always tried to figure out what could go wrong and take steps to prevent it. I have been told by my family and friends of looking at the glass as half empty instead of half full. A pessimist to be sure, when I retired a month early to get my share of the pension out of United's hands and cashed out my stock.

I remember suggesting at one of the contract union meetings long before I retired, that we should go back to having the company buy annuities when a pilot retired. The argument against, was that United would go to the cheapest annuity company and they could go bankrupt as easily as United. I certainly didn't think UAL would go bankrupt at the time, but felt it was safer and I am sure the union could have had a say in what companies provided the annuity.

I feel sorry for the fellows retiring now. The stock is worthless, the pension is going to take a hit and the owner employees (with reps on the board) couldn't prevent it. Its easy to blame the management for everything, and they certainly have made some dumb moves over the years, but the business is changing and the retirees, employees and management are going to have to suffer and work together if the company is to survive.

Continental underwent two bankruptcies before

finding the right management and they now provide better service to their passengers than United does. Even they are losing money. To compete against the new low-cost carriers means getting costs down to match theirs and that is going to take some doing! Hopefully UAL will survive and avoid the fate of Braniff, Eastern, Pan Am and TWA. Hindsight is always 20/20. Many thanks to all those for putting out the magazine. *Dick*

WALTER M. BULLARD, JR— 211 Orange St, Wilmington, NC 28401

Gentlemen, The ol' birth month rolls around again marking my second year of retirement, so here's my check for postage. Thanks to "all hands" who do such good work putting out the *RUPANEWS*. For me, 2002 was a very good year despite all the bad news from UAL; I am determined to make 2003 even better in spite of United's best efforts to make it otherwise! I continue to enjoy good health and am content. Don't know how I ever had time to go to work--I stay busy with working on my boat, endless projects around my old house, a couple of old aviators' clubs here in Wilmington, and maybe best of all, just quiet time with a good book.

Best wishes to all for a happy 2003! Sincerely, *Walt*

LYLE BURHANS— 620 Little Fawn Ln, LaFollette, TN 37766 LJburhans66@aol.com 423-566-0081

Howdy Cleve, The check is in the mail. I am one of the newest retirees as Jan 16, 2003 makes 60 big ones with a little over 38 years on the line.

Thank you and the many others that keep this organization up and running. Also, thanks to the folks that I worked with over those many years who taught me how to do a good job and kept me out of trouble.

Our future has us taking our RV up to Alaska this summer and flying our C-35 Bonanza out of our airport, TN44, north of Knoxville, TN. Anyone flying or driving this way, give us a call. *Lyle*

BOB BURNETT—7039 Russell Ct, Arvada, CO 80007 DCA ORD SFO TK A4Bullet@AOL.com

Cleve et al. What a memorable day. Turn 62 and UAL declares bankruptcy. Happy birthday to me! Still, we have lots to be thankful for. Had a busy year with pituitary surgery in Feb, Navy reunion in ABQ in May, a Danube River cruise in August

(actually a bus tour due to the floods in Europe) and a trip to Normandy in Sept. All of this while holding down a job as a Capt with Net Jets. Nan and I are both enjoying good health and as long as the retirement checks keep coming we will be happy campers. Check is in the mail. Regards, *Bob*

ROBERT L. BURNS—770 Gilbert Hwy, Fairfield, CT 06430 66thFIS@msn.com YIP, DCA, BUF, IDL, MIA, JFK, EWR, LAX

Another year-another birthday! Many thanks to Jock, Cleve, & all the stuffers & folders who make RUPA happen.

Never in my wildest thoughts did I ever envision United being in the situation it is today. Hopefully this great airline will recover & once again be an aviation leader.

Too bad the public does not seem aware or for that matter even care about all the contributions that United has made over the years including advancements in engineering, advancements in flight training, to pioneering WX Radar. As you know, the Aviation Community always held United in the highest regard.

Fraternally, *Bob*

JAY COCHRAN—2200 Bay Hill Dr, Las Vegas, NV 89117

My first renewal check is in the mail. After United filed Chapter 11 yesterday, I received my *RUPANEWS* in the mail. Always enjoy reading it, and I echo my old Navy buddy, Chuck Thom in saying I hope to meet you someday.

The news yesterday got me to thinking of many things, and then I read Bill Brashear's letter. I would like to list my "heroes" of United. There are many, but being relatively young, mine are also in the young stage. First there is Bill Brashear who negotiated the contract of '85. Roger Hall, who had the great idea of buying United Airlines. Too bad that one did not work. But the biggest by far is Rick Dubinsky. I personally know of his Integrity, Honesty, and Moral character. His personal sacrifices for the pilots of United Airlines will forever earn my deepest respect and thanks. And never once did he use his MEC office to further his management career. [*Amen to that Ed.*]

Then as I read further in the newsletter a name popped out that almost made me send in my resig-

nation to RUPA. I know that RUPA is nonpolitical, and everyone who has been a pilot for United is invited to join, but when someone attempts to destroy your livelihood, and your families, it is very difficult to forgive and forget. A SCAB is a SCAB forever, and nothing can change that.

To my heroes, Thank you, *Jay*

ROBERT L. CROWELL—622 S. Quari St
Aurora, CO 80012

Dear Cleve and other Ruparians, Please forgive my tardiness in getting the check to you this time, Cleve, You guys are doing a tremendous job.

When I was growing up, my dad told me: "There are 3 things I don't want you to be when you grow up, Bob. The first one is a horse trader, the second is a gambler, and the third is a lawyer." During my early aviation years, I made my dad sick while barnstorming when providing a little air show with my dad in the plane for relatives at a family reunion, and I was afraid he would add a fourth to the list of "don'ts" but he never did.

I believe we can all relate to the gamble in becoming an airline pilot, not that it is dangerous, but there are certain risks involved.

As for the second and third "don'ts", I think that selling real estate, which I have been doing for some time, involves both of them. To be a real estate broker involves the limited practice of law and there is certainly "horse trading" involved.

To make it a little more involved in law than usual, the state of Colorado has changed certain laws as of January 1, 2003 which necessitates all Realtors' changing contracts on all listings and sales under contract, so I have been busier than normal this Holiday Season. But it has been a good one.

Rimsky-Korsikoff composed much fine music during his lifetime. It is said that a Russian peasant, who loved Mr. Korsikoff's music, went frequently to visit his grave after his death. Recently, approaching the Holiday Season, this peasant heard familiar but captivatingly beautiful music coming from Korsikoff's grave, when he realized that it was being played backwards. When the peasant asked the grounds keeper what that strange music played backwards was all about, the grounds keeper simply said, "Mr. Korsikoff is decomposing, so his music sounds backwards to you."

Similar to the above example, wouldn't it be nice if we could re-connect up with *Westin Hotels* again,

and play all of the financial “wizardry” backwards and get all our retirement funds back plus have a powerful and proud United Airlines again!!! Sincerely, *Bob*

R.A. “SPEC” DANIELS, 100 Alpha Dr, Johnstown, PA 15904

Jock: Got the money in earlier, better late than never on the news. All is well with us this year, and managed to get some golf in, along with some chores.

In October, we went to England on a combination sightseeing tour from Manchester to London for some shows. Then in November to New York for five days for four plays and a tour of Radio City Music Hall and the Rockette Christmas Show. A great time!

The highlight of the year was celebrating our 50th Wedding Anniversary. The downside is what’s happening to United. It was healthy when we left. Since our son flies for U.S. Air we’ve got a double whammy.

The snow arrived – 8 inches and cold in Johnstown, and we heard the great snowbird calling, so will head to FL to play golf and ponder all of this. Thanks to all of you for the *RUPANEWS*

JACK DE CAMP— 420 Tigertail Rd, Los Angeles, CA 90049 capnjac105@aol.com

In time for 2002? Missed last Dec. a/c the mix-up and didn’t want old friends to think I moved to the big golf course in the sky. All is well, just a bit slower. Just before you do move upstairs, Hey-sus gives you all the golf answers. So if you start shooting pars and birdies, get your papers in order. Enjoy reading about old friends. *Jack/Pete*

ED DE CHANT—412 East Shore Trail, Sparta, NJ 07871 eddechant@earthlink.net JFK, EWR, ORD, JFK DC6, DC8, Viscount, 727, 737, 757, 767

Well, here it is 13 months since retirement and I add myself to the list of people who say they “do not know where they found time to go to work.” Ona and I are living in Sparta NJ, or somewhere in our motor home in May and June, in a wilderness cottage on Lake Kipawa Quebec, during July and August, in Europe September and part of October, in Sparta again or our motor home Oct and November. In Sparta December and on a 42 ft. Jefferson Motor Yacht in Fort Lauderdale January to April.

Thank goodness for cell phones, email, and lap top computers.

Late this summer, the FAA finally saw fit to give me a 1st class medical once again after my angioplasties (3) which forced a 10-month early retirement in November 2001.

This means that once again I can fly my C 185 amphibian, which we like to take to Quebec each summer and to Florida each winter. It feels good to be in the air again.

I sold Aero-Marine Interline Tours three years ago to two of my employees. But I am still working somewhat in the travel field.

Four years ago I got together a group of pilot investors and we helped finance the building of a \$3 million luxury hotel barge in France. Several of the investors are members of RUPA in fact. Instead of taking an interest fee on our investment, we get a yearly 110 free cabin weeks on 14 different luxury barges to do with what we choose. These cabins are worth up to \$5000 per week. I have created a web site from which to sell them. Additionally I kept the 5 Paris and London apartments from my sale of Aero-Marine and still rent them out to vacationers. It really keeps me busy and out of trouble. Because we can afford to give substantial discounts, the phone is always ringing.

A few months ago I was thinking, “why am I still working?” Now with the United situation and uncertainty about the A Plan and medical coverage, I am glad that I am.

Each year Ona and I lead a flotilla of 9 couples on 3 42 ft self drive boats in France. We have done this for the past 7 years. RUPA member Bud Berlinger and wife Mary have been with us every year except one. This year we spent a week in September on the Canal du Midi in Southern France with the Berlingeris, RUPA member Bruce and Kathleen Kennedy, RUPA member Bob and Jacque Kegal and RUPA member JJ Cunningham’s brother Paul and wife Ruth plus some civilian couples. It was great. After the trip the Berlingeris joined Ona and I as we visited the French Aquitaine to scout out the canals and river there for next year’s Flotilla. We have a four-year-old grandson who has become the center of our universe. He is with us wherever we are, as often as his mother permits. I just purchased a child’s headset for him to use in “his” Cessna amphibian.

I am always saddened to read the “Flown West”

section and was particularly saddened to hear of Mike Kennett and Larry Kingry. You are right about Larry being at times larger than life. He lived next door to me for four years. Remember the year he landed on the interstate and left Dave Pete with the State Trooper. Both Larry and Mike will be sincerely missed.

The welcome mat is always out at our home in NJ, on our boat in Florida or at our cottage in Quebec. There have been dozens of UALers who have visited us at all three places and we are always happy to see them, So if you have the time, give us a call. (Cell phone 201-401-0780). *Ed*

CORT DE PEYSTER—PO 21131, Reno, NV
DCA, ORD, SFO CortReno@aol.com
Dear Cleve, Another year closer to graduation and becoming a true RUPA member. Still hauling the mail to keep you lucky retired guys in beer money. Trust me, you lads are missing nothing. See fewer and fewer familiar faces in Ops and more and more familiar names in your excellent publication. On a disappointing note, I read an article in a resent SF Chronicle, which quoted one of our "fallen brethren" (read: SCAB, loyal employee, strike breaker, or what ever). This despicable individual, who most of you by now know, put total blame on his brother pilots for all the ills of our Corporation. This was done in a public forum the day after we declared bankruptcy! I guess this just proves the type of individual this poor excuse for a human being truly is. It also confirms all our suspicions about him since '85.

On a brighter note our new CEO seems like a breath of fresh air. All the employees are behind him and I believe he is the right man for the job of returning UAL to its rightful status as #1. Thanks for all the efforts you and your staff do to keep us up to date with our old friends. Fraternaly, PS: As they say, Check's in the mail.

Cort

RICH & EVELYN DEVRIES— 10606 N Hollywood Rd, Forrester, IL 61030 rich-devries@aol.com

Dear Jock, We just got back yesterday from an around the world trip. We've been to Thailand about twenty times in the last fourteen years and each time we talk about continuing on west since we're half way around the world anyway. We de-

ecided this was our chance to see if the world is really round.

We started by going to Seoul, Korea to visit our Son and family. Next we went to Chiang Mai Thailand via Bangkok to be with our daughter and family for Thanksgiving. We visited friends in Whitby England before heading home.

It should only take a day or so to pack the motor home and head to Sanford for another winter of volunteering. *Rich*

JAMES J. DONLAN—N6120 Beatons Lake Rd, Watersmeet, MI 49969

Dear Cleve, Just a short note this morning. Having a mild winter so far. Snowmobilers and skiers aren't too happy, but for the "locals", the peace and quiet are welcome.

Holidays were great and the whole family was able to get together for Christmas in the woods, even one son living in China was able to be home for a few days.

Don't know what the future has in store, but will take each day as it comes, and thankful for good health and my bionic knee which is functioning well. Old age isn't a piece of cake!! *Jem*

BOB DUCKWORTH—48 Crooked Trail, Rowayton, CT 06853 '66-'99 Flyingduck48@aol.com

Dear Jock, A year ago I asked for ideas for a new airport for my glider club, as the previous one would not renew our lease. We solved the problem by buying an airport. I'm now a shareholder, along with 40 others, in owning Freehold Airport, Freehold, New York. It's located on the Northern edge of the Catskill Mountains, 30 NM SW of Albany, NY, and has both a paved runway and a sod strip. It's operated by our club, *Nutmeg Soaring Association*, and managed by Clem Hoovler, former owner. We keep our two tow planes and 5 gliders there, as well as 20 or so gliders owned by club members. There are also several ultra-lights and several other power planes there. I am also now a member of Freehold Aviation Association (FAA?) and I fly their 1941 Piper J-3 Cub. Fun! Maybe I can be a pilot when I grow up!

Jean and I bought a travel trailer, and keep it at the airport, next to Catskill Creek, which has a nice swimming hole. It's our home away from home! In early October we held a Chicken BBQ Fly-In, and plan to do that annually. Looking for a destina-

tion for your light plane flying? Come visit. Want to learn to fly gliders? Come and join our club. Check out our professionally managed website, Nutmegsoaring.org or freeholdairport.com (2 ways to get the same website).

My two new lens implants, installed concurrent with cataract removal, one of which was just done 3 days ago, seem like they will give me 20/20 vision for distance. I'm using Drug Store type glasses for reading. My FAA medical examiner says I should have no problem maintaining a 2nd class medical certificate. Best vision I've had since I was in my 20's.

Thanks to all of the RUPA officers and Newsletter people for all of your efforts. Cheers, *Bob*

ALEX DUNN—11391 N 78th St, Scottsdale, AZ 85260 vmcvm@aol.com

Cleve, Bankruptcy yesterday and my birthday is tomorrow. It took hard work on the part of a number of people to put UAL into bankruptcy, and they got paid to do it!

During the past year I spent time in Hawaii, Europe, sailing in the Pacific as a crewmember on a replica of a 1750s square rigger, flying my Cessna 172 and the CAF's PBY, and moving. Life goes on. Thank you Cleve for all the work you and the other volunteers do on our behalf. Regards, *Alex*

TED ELDER—25515 SE Mirrormont Blvd, Issaquah, WA 98027 1960-1993

Shirley and I are enjoying the sun on Maui right now, but almost ten years since my retirement we're wondering if we're going to have an airline to fly home on at the end of February.

Other than the situation with UAL, our year has been a pretty good one. We were on Maui a year ago for our daughter's wedding here at Puamana in Lahaina. They both work for Alaska Airlines, Pam as a flight attendant and her husband, Justin, as a pilot. The setting was great for a wedding and airlines were well represented.

We took a few other short trips during the year, and our usual cruise on our boat to northern Washington and the Canadian Gulf Islands. Our daughter, Deborah, and our grandchildren joined us for a few days in Roche Harbor for a yacht club function and then Pam and Justin joined us in Canada and after a week cruising the Gulf Islands and stayed aboard for the trip back to Seattle. We took in a couple of Dixieland jazz festivals, also. *Ted*

ROBERT J. ENGL—221 Belle Point Dr, Queens-town, MD 21658 rjengl@friend.ly.net

Dear Cleve and Jock; How can the troops ever repay you and the rest of the volunteers for keeping the rest of us informed and together. Accept grateful appreciation for your work from this retiree. Glad I have a job! And to love what I am doing is an added blessing. Still flying the Falcon out of nearby Easton, MD and working for the best owners possible. I would like to hear from other people, like me, who are in the general aviation business and still share the love of flying trips. I only know of Clay, Deke and Dave Ruppert. E-mail me.

With two kids flying for the company I certainly have an added incentive to see UAL survive. I am the eternal optimist in thinking that we will come out of bankruptcy stronger, smaller and ready to fight. Lots of opposition to my thinking but that's what I think is going to happen.

Everyone wants to blame management, and surely they have served the company poorly, but there is plenty of blame to pass around. All of us remember the lawsuits that UAL lost. I think that they were on the edge of the spear whenever a question of fairness came up. Unions that always wanted more and even employees who were only there for the money. Today, even with the problems confronting them, many of the employees still don't want to give back even if it means their job. Maybe they need to take a good look around and see what is really out there for them if there jobs go away. We are thankful for our health and happiness and wish all of you a happy holiday season and a blessed new year. *Bob*

Since you brought the subject up, I don't know if by unions you are referring to the pilots at UAL, if you are, I disagree strongly. Do you think that scabs should have won the lawsuits?

Pilots have given back more than their share over the decades. Pre-WWII, a captain could afford a new car every month on his wages; since 1972, employee wages in general have not kept pace with inflation. Hardly pay to productivity. There are limits below which one should not descend and still hope to keep the profession a worthwhile one. Better die on one's feet than live on one's knees, which is what I fear will happen to the active pilots as UAL plans to double-breast its operation with a low-cost "carrier within a carrier", and finally rid itself of ALPA, something it has wanted to do since at least 1985. Ed.

BILL & MITZI FIFE—5081 W Rowland Ave,
Littleton, CO 80128

Used more health insurance this year! Slowing down on travel has let us enjoy more “Good 01’ Boys” and Flight Wives luncheon and pot-lucks.

Went to a reunion in Iowa and on the way stopped in a small flight museum in Green-field, Iowa. It had a Taylorcraft and a Meyers airplane like the ones I flew in Iowa City pre-WWII and United. It had a good small library that included a diary of Lindberg’s. This held tremendous insight into his pre-war activities. Sure enjoy the *RUPANEWS*. Best to everybody, *Bill*

MICHAEL W. FITCH—304 Valentine Acres Rd,
Clearville, PA 15535 mjmalabar@cs.com

Dear Cleve, This will be my first and last snail-mail – the rest will be e-mail.

Retired a few months early on September 1 and so, since I have been looking forward for years to being a member of RUPA, enclosed is my membership fee and first postage fee.

I have been reading the newsletter for several years courtesy of my dad, Chuck Fitch, who was UAL 1939 to 1949 and ARINC 1949 to his retirement as V.P. Operation in 1977. He’s been a RUPA member for years so we’re now a father-son RUPA team. How many of those do you have?

Thanks for all of your good work as well as all of those who work on the RUPA team as it is very much appreciated. Regards, *Mike*

GEORGE J. FURCH JR.—61 Sunrise Mesa Dr.,
Canon City CO 81212

Dear Jock: I will be 88 next month. In ’43 & ’44 I was in ATC in Alaskan Operations. Mel Fish was the UAL Dispatcher in Anchorage. On Thanksgiving Day in ’44 I had my last trip with Capt. E.J. Smith “Big Smitty”. Simon Bolivar Buckner – Brig. General – was in charge in Alaska.

Thanks to all the effort it takes to put out the *RUPANEWS*.

Happy holidays, *George*

CLAY GOLDEN—5393 Azalea Dr, Grants Pass,
OR 97526’55-’87, LAX, SFO & TDY to Several domiciles!

Gentlemen, Jock, Cleve, and folders & Stuffers, Officers and Board Members. (The latter rank higher than those of us just trying to be gentlemen.)

This has been a trying year for all of us, and especially those of us who served during the Patterson years. We witnessed a truly great era in aviation, headed up by a few extremely dedicated men, particularly our own Pat Patterson. He often said his priorities were, in this order, the flying public-customer, second the employees, and thirdly, the stock holders. What a change in today’s management philosophy! We were really privileged to work under such foresighted leadership. Many of you well remember the gift of flowers when any member of your family had a hospital stay, or possibly the yellow baby blanket that he sent shortly after one of your children was born. He was an awesome leader, the kind seldom emulated today by any of our “Harvard Business School types,” so called leaders today. Their priorities are to themselves, the stock holders, the customer, and maybe the employees fit in on the end! The corporations they control, after many good leaders have built them into recognition as great entities, are only plunder for their own gain. Oh, that United had been immune from this practice!

Back to the present: We are all looking forward to the future with positive hopes I’m sure. We have been granted a very enviable lifestyle, and most of us take advantage of it. Our own travel has been rewarding, though not extensive this year. A couple cruises, one to the Mexican Riviera, and an Alaskan cruise. Both were relaxing and enjoyable. A side trip to Wyoming for a High School reunion and visiting along the way. We played golf with many friends on that trip and later up the west coast with German friends who joined us on the Alaskan cruise. A trip to Oklahoma for a grand daughters Phi Beta Kappa installation, and a few more local Square Dancing and bowling trips. We hope all of you are enjoying our benefits as much.

No major medicals this year, but we appreciate all the stories and developments reported. I did have 30 Chelation treatments in the 70’s and had excellent results. They were for lead poisoning (I was always told to get the lead out!) but the majority were for circulation. A doctor from Denmark was there because of gangrene in a leg, and his leg was saved. There were people there for other conditions as well. If you have problems you can’t find a cure for, look into Chelation. You can’t lose but a few dollars, you could save your health, even your life. It certainly isn’t quackery.

We'll be on a cruise around Australia and New Zealand when my birthday rolls around so this is a little early. United will discontinue service to those countries later in March. Probably necessary, but with proper management, might not have been. I thoroughly enjoy all the letters. Many of you I don't know, but our bonds are the same and your stories are all enjoyed. Check to follow. *Clay*

HERB GOODRICH—19118 Marilla St, Northridge, CA. 91324, '46-'79, BU, LAX, JFK, LAX
htgoodrich@socal.rr.com

Hello Cleve. Hilda and I celebrated our 50th wedding anniversary in September. Our 3 children, and their families, (9 grandchildren) put on a skit, featuring my old United and USAF uniforms, Hilda's TWA uniform, wedding dress and going away outfit, featuring the grandkids as models!

Our health is good, but I advise you younger guys to eat your spinach, collard greens and wear sunglasses, as I now have to cope with macular degeneration (wet). Hilda's now the designated driver. I use a closed circuit TV to read my RUPA newsletter (takes a lot of time!), The computer is out of my realm unless the kids or grandkids come over and help. For those facing this, I'll mention that I went to Jules Stein Institute for a TTT treatment (a modified low laser treatment that cauterizes the leaking blood vessels) with mixed results. I'm demurring on the next procedure (Visudyne) as it leaves more scar tissue. The good news is that "they say" one doesn't lose their peripheral vision with this condition.

Hilda and grandkids have been generally successful with the companion passes traveling to Hawaii.

We get to the monthly RUPA luncheons, and keep up with the UAL news!

I enjoy the newsletter and your efforts to keep us all posted and the fraternity active. All the best!

Herb & Hilda

EMMETT M. HANLEY—26 Blueberry Hill Rd
Box 66, Swartswood, NJ 07877

Dear Cleve, Thank you and all the volunteers at RUPANEWS for all your hard work. Had a stroke in August, it slowed me down, but I am thankful to be walking, talking and getting better every day. So very grateful to all those guys in ALPA who had the foresight to make our future secure. Hope UAL can turn it around. Best wishes and Seasons Greetings to all. *Bump*

DAVID HANST—16467 Harbour Ln, Huntington Beach, CA 92649 dhanst@socal.rr.com

I am a couple of months late with my birth month message, and postage check, both were due in September. Two and a half years after the heart bypass surgery I am feeling fine. Twenty-four years since retirement.

Wife Marian and I celebrated our fiftieth wedding anniversary last July. Our children had a surprise party for us on the Queen Mary with seventy-five of our friends. *Dave*

MARK A. HARRIS—2000 Hendricks Ave. PMB 118, Jacksonville, FL 32207

Cleve, Naida and I are still enjoying dividing our year between mid-coast Maine in the summer and hometown Jacksonville, Florida in the winter.

Another great trip to Italy this year with visits to our Italian friends in Genoa and to their second homes along the Italian Riviera.

We also rented a huge villa with seven bedrooms in Bagni di Lucca, Tuscany for another week with American friends.

Check's in the mail. Thanks to all the RUPANEWS workers. *Mark*

TOM HELMS—1826 North Vail, Arlington Heights, IL 60004

Hi Cleve, Enclosed is my renewal check which is only 2 months late. I am getting a little bit better on my renewals as time goes by.

One thing you might try if you need more Folders & Stuffers is to put in something in the Council 34 Newsletter. There are plenty of bored working pilots setting around SF0 who could help if they were aware of the dates. For my part I had a crash pad apartment with 5 other guys at the Franciscan at Foster City when I was flying Shuttle Captain in 1997 and would have been glad to help.

Although I took a tremendous haircut hit in 1989 at age 52 when I took my "A" fund Eastern pension. I am still receiving my PBGC checks, even though small, every month like clockwork as is every other Ex-EAL pilot. I hope that the situation doesn't deteriorate further at UAL so I get 2 from PBGC.

Best wishes for a happy 2003, *Tom*

Good idea, Tom

DOUGLAS M. HORNE—81 Beachfront Trail,
Santa Rosa, CA 32459 douglashorne@mchsi.com

Dear Jock: "Timing is everything", someone once said. I just sent off my renewal a bit early; not really because I'm efficient, but because I got normal retirement checks this month and figure I'd better pay some debts while I still can. And then look for a job. I'm sure glad to be living up here in the Redneck Riviera as there isn't that much competition from RUPA members for jobs as greeters at Wal-Mart.

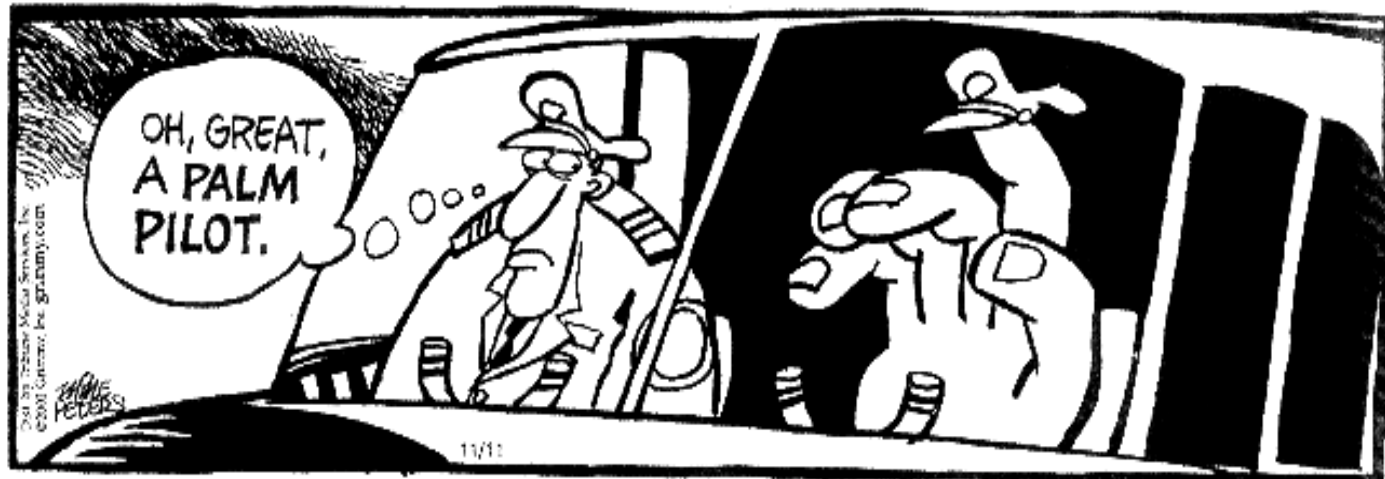
I really appreciate the effort you've put into getting information out about the bankruptcy mess. ESOP to Chapter 11 in less than ten years. Very sad story for a great company.

I hope someday someone without a bias will write this up and figure out what went wrong. In the meantime, I'm holding on to my six shares of UAL stock. I'd hate to dump them on the market all at once and cause a general selling panic with the Dow losing 200 points or so.

Take care, *Doug*

SID HUFF—PO Box 281, Homewood, CA 96141
Dear Cleve, The May 2002 *RUPANEWS* had a 1929 model Travelair 4000 on the cover which brought back vivid memories. In 1934 I worked at the local airport as a "grease monkey" doing everything from refueling, covering, wings and selling rides. My boss had two Travelair 2000's which were powered by OX 5 engines and a Kinner K5. I soloed on the OX5, illegal for I was only 15. Circumstances are as follows, one morning he landed and told me to clean the carburetor screen and test it. He was going into town for an hour. I did what he told me to do. Set the throttle switch on contact spun the prop, it caught with a roar I ducked under the wing climbed into the cockpit. Temptation, I

Mother Goose & Grimm



had 7 hours of dual, boss will be gone for an hour all I had to do was advance the throttle. I circled the field at 300ft landed taxied to the line then saw his car coming. When he saw me the s--- hit the fan. He had stopped on way and saw his plane flying so came back. A month later we drove to Newark and bought surplus OX5 for \$90 from Karl Ort he had hundreds of them.

Vicki, my SEAFA with 30 years seniority, was offered a two-year furlough after 9/11 and will retire then. She is RN and is now a Director of Nurses. Her son was a mechanic in the USAF and obtained all his pilot licenses, had 1000 hours and is now flying for Chicago Express making \$17,000 a year, not much but he's flying and loving it.

In October I had rotator cuff surgery, a real bad one, won't be able to play golf for five months. I shot my age prior to surgery fist time.

Still spending three months of the winter in our RV in San Diego, golfing three times a week.

I'm still carpentering, build three decks and a kitchen remodel this past summer.

Many thanks to all involved with *RUPANEWS*. *Sid*
B.P "BOB" HUSKEY—100 Arbor Ln, Hendersonville, NC 28791 bhuskey@bigfoot.com

Approaching seven wonderful years of retirement. Retirement is better than I had any right to expect. It remains to be seen whether or not the retirements of us old guys will be badly effected by UAL's present financial straits. It goes without saying that the careers of lots of the remaining folks at UAL will be adversely effected. We can only hope the situation will improve. *Bob*

PHIL & LINDA JACH—106 Parmelee Dr. Hudson, OH 44236 jach@gwis.com

Dear Cleve, My 61st birthday is fast approaching and, as it has been with so many other retirees, I find it hard to believe that the first year has gone by so fast. Our first year of retirement has been fantastic in all respects; we couldn't have asked for more.

With the joy that all of our activities and traveling has brought to us has also come the overwhelming presence of the UAL bankruptcy and now the reality that the company that we have loved and worked so hard for all of these past 32 years is in fact bankrupt. Hard to believe and hard to accept but nevertheless a reality! At this point we can only hope for the best but expect the worst from the bankruptcy court.

Above all, we are still planning for the future and the enjoyments of retirement that are yet to come. Our best wishes to all of our United friends; and until next year the check is now in the mail. Cheers,

Phil

CALVIN P. JASSMANN—1333 Charles Dr. #19, Longmont CO 80503

Nineteen years next month. No use for me to comment on the current UAL problem other than to say it is very disturbing. Still have Comanche 250, in fact working on annual at present time. Address after January 1 will be 7746 East Laguna Azul Ave. #263; Mesa, AZ 85208.

Thanks for all the work and the *RUPANEWS*. *Cal*

DONALD S. JOHNSON—7287 S Verbena Way, Englewood, CO 80112

Cleve, Another year has rolled around and it's been a busy one. We took a trip on the rivers of Europe from Budapest to Amsterdam by river boat and a cruise around the southern tip of South America leaving from Rio and ending at Santiago. Both trips were great and we were blest with good weather, especially in the area of Tierra Del Fuego at the southern tip of South America which has a reputation for bad weather.

Our daughter got married in July and some remodeling of her basement has filled out the year. Just heard the announcement of the bankruptcy; it's hard to believe our government would not guarantee the loan to keep us out of this situation. A year ago they told the mechanics they could not strike because United was important to the transportation system.

Keep up the good work on keeping the retirees informed. It will take a while for the dust to settle but hope we all come out of it without losing too much.

Don

LOWELL JOHNSTON—1789 Mitchell Ct, Daytona Beach, FL 32128 lej1789@aol.com

Another year has rolled past. Anne and I are doing fine and enjoying life at Spruce Creek Fly-In. Keeping busy with golf and flying the Bonanza. Still have those dreams of flying the line, but it seems to be a good time now to be outside looking in. I just hope that United will prevail through these times and not become the next Eastern and Pam Am. Even just a few years ago it would have seemed impossible what we are seeing today. Check is in the mail to Cleve for postage. I want to thank everyone involved with RUPA and the RUPA newsletter for a fine job, It is appreciated. Note new E-mail address as I had to change when I switched to the United/Aol deal. *Lowell*

LOWELL E. JOHNSTON—1789 Mitchell Ct, Daytona Beach, FL 32128 Lej1789@aol.com

Another year has rolled past. Anne and I are doing fine and enjoying life at Spruce Creek Fly-In. Keeping busy with golf and flying the Bonanza. Still have those dreams of flying the line, but it seems to be a good time now to be outside looking in. I just hope that United will prevail through these times and not become the next Eastern and Pam Am. Even just a few years ago it would have seemed impossible what we are seeing today. I want to thank everyone involved with RUPA and RUPANEWS for a fine job, it is appreciated. Note new E-mail address as I had to change when I switched to the United/aol deal. *Lowell*

DAVE JONES— 2304 Falcon Trace Ln, Nokomis, FL 34275 davebetty@earthlink.net

Since I missed reporting last birthday year's month I will try to catch up with one brief check-in. Betty and I are still enjoying the benefits of mild winters in Sarasota, FL and the cool mountains in Waynesville, NC. We continue to enjoy relatively good health thanks to good medical facilities and good doctors. I experienced a major "hiccup" health wise last May when I suddenly, and for no known reason, contracted bacterial meningitis and encephalitis. I spent a month in the hospital and addi-

tional 6 weeks in rehab and therapy. Thank God and Betty, who served as my Guardian Angel, I am fully recovered.

My golf game went completely south, but I'm out there trying 3 days a week. I have the traditional retiree medical plan and the amount paid through Blue Cross Blue Shield was truly mind boggling. Yesterday I attended the monthly luncheon of the Southwest Florida retirees held in Ft. Myers and there were many questions about the UAL bankruptcy and its possible affects on our benefits. Lots of questions and very few answers. Time will tell. Thanks to all who keep us informed through the *RUPANEWS*. **Dave**

TIM JOSLIN SR.—PO Box 54316, Redondo, WA 98054 '65-'01 DCA, SFO,DTW, SFO, SEA, ORD, SEA timcheriljoslin@yahoo.com

As a guy with big ears, freckles and a Howdy Doody grin once said, "What me worry?". I have been using a lot of body English these days when it comes to the travails of UAL, Inc. Nobody likes to contemplate pay cuts, but if the alternative is unemployment, the decision is a no-brainer. Right? The Bankruptcy Court did the right thing in regards to the Machinists. The post-1985 pension plan is subject to change and those of us with an unqualified pension payments are about to become disqualified! Those early social security payments are starting to look like an attractive financial choice. Right now, for the retired employees of UAL, Inc., the bankruptcy proceedings are a spectator sport. Well enough about that!

In spite of checking the financial news every day, Cheril and I are enjoying retirement. We have been taking short trips to our favorite U.S. cities when the urge suits us. When I married Cheril a little over 10 years ago, I became a shirt tail relative in a rather large extended family. This keeps us busy with visits and reunions. Cheril has 4 grandchildren and I have one. My youngest daughter, Jaala, is currently serving with the Peace Corps in Chengdu, Sichuan, PRC. My son, Tim Jr., is a 3rd year medical student at George Washington U. in Wash. D.C. My other daughter, Melissa, lives locally with my only grandchild. We live right on Puget Sound in Redondo, WA and really enjoy our home.

Thank you to everyone responsible for the RUPA publication. It is the best!! **Tim**

BOB KALLESTAD—26958 Lauderdale Ave, Hayward, CA 94545 capkal_99@yahoo.com
Hi Cleve: 12 years have passed since I last set the Parking Brake. It's also been quite a while since I contributed to the newsletter and wouldn't you know it--the week I pick to say a few words the Company declares bankruptcy. Simply put, I hope all the parties involved can voluntarily cooperate to get the cost structure down to a level that will again make UAL a premier competitive airline. Canada, in late June, continues (14 years) to be my destination for big fish. We drive to the end of the road in Ontario and then fly into an Explorer Camp for 10 days of the best Walleye and Northern Pike fishing there is. I know, come hell or high water that I'm going to catch that 48 inch Northern (we've come close) before it's all over.

I still get the urge to head for HNL 3-4 times a year so that I can scare myself half to death on the surf-board. Jim Davis and I still have the original surf-board (KEOKI) in a locker at the Waikiki Beach Center. George Krock transported the board from LAX in the belly of a DC8. To the best of my memory, that was in the late 60's. That board was long (11'), wide and thick (for stability) and over the years it has been vandalized, stolen, repainted, repossessed and still waits in the locker hoping someone will take it out for a ride. There used to be a bunch of UAL guys and gals that did the surfing thing on layovers. The original KEOKI group consisted of George Krock, Walt Albright and Norm Marchment from LAX and Jim Davis and myself from SFO. Also, Jobbie Jobson, Herb Goodrich, Dick Tobie, Chuck Wilson, John Schmitz, Bob Schisler, John Vulcanoff and even Cam McEachern gave it a try. Some of the gals that I remember were Mary McKean (she later married George), Gaye Dentraygue, Sandy Babcock, Kitty Fast, Margerite Edwards--and I know there were others.

Enough! Check following via S.M. **Bob**

FRED KOEHLER—715 Bella Vista Dr, Titusville, FL 32780

Dear Cleve, Fred and I enjoy the *RUPANEWS* and say thank you to those who make it possible. Fred has had a tough year, cancer of his throat and tongue. Radiation, surgery and now chemo therapy. God willing, this will do it. Through it all he has maintained a never give up, never give in atti-

tude with a smile, quite a man!
Our very best wishes go out to all. May there always be “a friendly skies.” Regards, *Claudia & Fred*

TED KRYDER—PO Box 712, White Pine TN 37890

All is well here at the Kryder household, looking to Thanksgiving and the family.
Working on the Aztec, flying it some, saving up for fuel etc. Wow, fixed income and stock market are cause to reflect on our real blessings.
Many thanks to all of you who pipe the sunshine in to the TN hills. Hope to be on time next year????
October must have been a busy month. *Ted & Laura*

STEVE LAURANCE— PO Box 579, Redmond, OR 97756 oldualer@quik.com

Greetings to Cleve et al, Since 2001 brought us 9/11 & 2002 brought Chapter 11, it kind of makes you wonder what 2003 will have in store for us.
We have done no traveling other than visiting relatives. We are in reasonably good health so we are thankful for that. I took a job with TSA (I know, the bad guys) last October since our pensions don't look so solid. The best thing about the job is the 8 minute drive to work.
Check is in the mail. Best to all, *Steve*

CLARK E. LUTHER—1498 SE Brewster Pl, Stuart, FL luth747@bellsouth.net

Dear Cleve: Enclosed is a small check to cover mailing costs for 2003 and a little more to use wherever the need is greatest.
I wanted to be sure and get this check in during my birth month since I will probably be out of circulation for the balance of the year.
2002 has not been a good year, health-wise, but I should be out of the woods after my legs receive by-pass surgery to correct poor circulation. I have had this problem for some time but it has progressed to the point that surgery is the only alternative left. Even angioplasty won't correct the problem now, so I am scheduled for bypass surgery next Tuesday. Recovery plus another several weeks and back to surgery for the other leg!!
Hopefully, I will be back on the golf course by early spring of 2003.
Regards to all and particular thanks to all who make the Newsletter possible. Sincerely, *Clark*

RUSSELL R. MADDOX—2252 La Granada Dr, Thousand Oaks, CA 91362

russmdx@adelphia.net

Dear Cleve: The check is in the mail, on time this year, (give or take a few days). This week marks 4 years of retirement. I guess the crew desk is not going to call me any more.

Jan and I are still in good health and have been able to take 2 cruises this year, one to Alaska, and just returned from a 7 day Mexican Riviera cruise on Holland America's ship the *Ryndam*. Last month I received our A plan annual report (actually 2 reports for 2 different periods) and I'm having a problem with the numbers. Under the old plan, (Dec 1, 2000 to Nov 30, 2001) the report showed plan assets on Nov 30, 2001 to be 1.969 billion (\$1,969,802,000). Under the new plan year, Jan 1, 2001 to Dec 31, 2001, the value of plan assets on Dec 31, 2001 was 3.325 billion (\$3,325,486,845). Now unless I'm missing something, between Nov. 30, 2001 and Dec. 31, 2001 (a one month period), The value of the plans assets increased 1.365 billion. That must have been one hell of a month, because I don't believe UAL made any contributions at that time. That also means that 2002 was a disaster for our plan. UAL must have had all our money in Enron and Global Crossing stock. I believe the market in 2002 is down about 30%. So how did we go from 3+ billion to underfunded in 1 year??
I really appreciate the work you, Jock and all the others who write the *RUPANEWS* do. Happy Holidays, and may 2003 be a better year for all of us.
Regards! *Russ*

ROBERT V. MAGDALENO—PO Box 325, Royal Oak, MD 21662

Dear Cleve, Enclosed is my annual postage check. This first year in retirement has been an *Annus Horribilus*, [that's Latin for “shitty Year” Ed.] I just hope the second year isn't the same.
Yesterday, the Airline Transportation Stabilization Board gave us the “Finger-wave”, choosing to deny the 1.8 billion dollar loan guarantee to United, opting instead to de-stabilize the company and push it along toward bankruptcy. I often wonder how much of a role AMR (American Airlines) played in this by lobbying the White House. It is reminiscent of the time prior to deregulation when LBJ was in the White House and most of the route awards went to American. Same old game with a new cast of

characters. Too bad Bush wasn't a Chicagoan instead.

Thanks to you and the crew who get the *RUPANEWS* out to us. Here's hoping 2003 might be a kinder, gentler road for the retirees and UAL. Sincerely, *Bob*

JOHN E. MALONE, SR—5506 NW 91st Blvd,
Gainesville, FL 32653

Dear Cleve & Jock, Happy to enclose check to receive the great newsletter.

Retired three years now, spent the whole time up until this October cruising on our 58' motor yacht. Spent the first year cruising the Gulf of Mexico as far as New Orleans. Spent some time in the Keys and went up the east coast in 2001 as far as the Chesapeake Bay. On 9/11 we were docked across the river from the Pentagon and heard the plane crash there. Since the waterways were closed for a while we had to stay in Washington longer than planned.

This year we cruised all the way up the east coast as far as New England. On the trip back south someone saw the boat, just had to have it, so in October moved to Gainesville, FL to be near most of the family.

Keep up the good work. Who knows what's ahead.

John

H. W. DOC MANNY—1306 S. Fleming Rd,
Woodstock, IL 60098 DManny1008@aol.com

Seems like I just did this a couple months ago. I'm slowing down and the time goes faster.

Nothing has changed. I don't travel, just stay here at home and nursemaid my trees, replanting a few each year that the deer have ruined. Had to give up golf so the trees give me something to do - there are only 2,500 so it's no big deal.

My sincere appreciation and thanks to all who are responsible for the *RUPANEWS*. *Doc*

REX MAY—6677 Vista Del Mar, Playa Del Rey,
CA 90293 wrecksmay@aol.com

It's been a few years since my last "birthday letter." I seemed to coast right by #70 and #71 is coming right up. It was 11 years ago that I landed and was four hours late for my retirement debriefing party. Linda and I travel frequently with a group made up of UA retirees with a few business types mixed in. This year we chartered a barge in Amsterdam and

meandered through Holland and Belgium. We have some interesting union/management discussions with a boatload of Captains and CEOs. (I do have to put up with Gary Johnson but that's a small price to pay.) You'd also think that it would be hard to reach a decision with that group. But not really... We just do what the wives tell us to do. We have had some marvelous trips.

I'm still running and at present I'm gearing up for the LA Marathon. This year I might have to give up the idea of always finishing under four hours. I was reminiscing the other day about the diligent research and careful planning (or maybe lack of it) that got me into aviation. In the spring of 1952 I was attending a small college in Kearney, NE. I was thinking of enlisting. I was studying for a physics exam and went to a campus cafe for a coffee break. In the cafe was a sophisticated looking naval officer by the name of Lt. George. He asked me if I would like to be a naval aviator. The thought was totally beyond my comprehension. But, lo and behold, two months later I found myself at NAS Pensacola as a naval aviation cadet. About three and a half years later, New Year's Eve 1955, a friend and I entered a bar in Red Bank, New Jersey. We were sporting 1st Lt. bars and gold wings (I had opted for the Marine Corps) expecting to dazzle the New Jersey ladies. Instead, we ended up celebrating with a UA pilot by the name of Marv Odom. He said "Why don't you go to work for United?" My reaction to that was, once again, "Duh? How would I do that?" The following summer I was starting a 35 1/5 year career with United Airlines. My research and planning paid off again. In my case, it was better to be lucky than smart. Thanks Lt. George. Thanks, Capt. Odom.

I really don't like long letters and I just wrote one.

Rex

DONALD J. MC DERMOTT—6934 Bobby-
boyar Ave, West Hills, CA 91307 LAXFO

It's been a year now since the death of one of the finest gentlemen I have ever known - Emmett M. Oehlert. I first met Emmett when I arrived at LAX as a brand new B727 S/O in July 1965. Things were moving rapidly then and I had a line of flying my first full month and Emmett was the Captain. During that month he took me aside and said, "I know you are having a tough time making it on \$500 a month with a wife and three sons. If you

need anything, and I mean anything, to get you through these first couple of years, I want you to let me know". He was that generous with most everyone. He used to tell me, "Don, if you ever have rental property and you get a good tenant, lower the rent the second year so they will stay with you". Emmett was a very positive person who loved his wife and was very proud of his son Fred.

One month in the early 1970's I was flying co-pilot for him. We had a Vancouver layover and, as it was winter, YVR was fogged in. In those days the Canadian DOT regs allowed almost Zero Zero take offs (Military Minimums). They us a "follow me" truck to guide you to the active runway and line you up for take off. Emmett looked over at me and said, "Don, have you ever done this before?". I answered, "Yes sir, many times in the Air Defense Command". He said, "you have it, it's your take off". So I locked the F/D in "heading mode" and we took off for SEA breaking out of 1,000 ft. That's the way Emmett ran his cockpit. He loved to smoke his pipe and sometimes he would get carried away and the pipe performed like a miniature volcano. He would then be slapping his legs to put out the burning ashes. He told us that he would have to buy 2-4 new pairs of uniform pants each year because of that pipe.

It's a small world as we all know. My middle son, Michael, was checking out as a Navy Flight Surgeon in January 1992 at Pensacola, FL. His flight instructor turned out to be Emmett's stepson, Lt. Douglas Herrick. Phone numbers were exchanged and Emmett called me one evening to say hello and tell me, "not to work too much longer as there was a lot left to enjoy in life and it could be over sooner than we think".

I know that you miss him terribly Mrs. Oehlert — all those who knew him do! *Don*

ROBERT E. MC KINSTRY—27263 Baileys Neck Rd, Easton, MD 21601

Dear Cleve, I can't believe 20 years have passed since I set the brakes for the last time at ORD. I sure hope the company can weather this latest crisis.

We have had a fairly good year. In May I had my left hip replaced and that has slowed me down for awhile. I tried a little golf late this fall, and believe come spring I'll be OK. I sure can't shoot my age like a lot of you guys, but I have fun.

Helen Jane and I celebrated our 60th anniversary last October, with many parties with relatives and friends.

I really enjoy the *RUPANEWS*, don't see many names I recognize, but the comments are always interesting. Keep up the good work, and I hope everyone has a great 2003. Regards, *Bob*

RICHARD A. MC MAKIN—24926 Nobottom Rd, Olmsted Township, OH 44138

Cleve: Only missed the birthday by one month—not bad. The last year has been interesting, scary and disappointing. Well we have weathered the 7 ½ year furlough, winter of 77, strike of 85 and now this. Good luck to all of us.

In addition, have just been handed the reins of the North Coasters (Cleveland Crazyies) from Dick Orr, who with Don Karaiskos started our chapter. Still a wonderful group of friends and very important to all of us. Hope I can do as well as he has.

Thanks for your help and contributions. *Richard*

JACK MCCLURE—29001 Highway 141, White-water, CO 81527 jackmaril@earthlink.net

Just wanted to wish all a healthy and happy New Year and especially our beloved United. I have always been faithful to both ALPA and UNITED. The troublesome leaders we have had were short timers, not the faithful kind of people that made this company and can still make this company great. Maril and I are optimistic and express this feeling to our traveling public friends and hope you will too.

As for our update we still live in FL, Oct thru Apr and CO the rest of the year. Our FL location is ten miles east of Ft. Myers on the Orange River, a nice sleepy little tropical river. We built a log home in CO four years ago on part of the ranch Maril's dad grew up on and her uncle still ranches. We have part-time grazing for 9 Llamas, 2 steers, 2 horses (one is 30 years old and I spoil him), and 3 goats named Wizard, Eddie, and Wednesday. It makes a really nice change for us and two great groups of friends. I usually trailer my motorcycle back and forth but rode it last spring so we could move some furniture in the trailer. It was more fun to ride anyway.

I can't believe I will be 70 next June, still riding, scuba diving, and don't take any pills. However most of the time I'm just the gardener with sex

privileges, and not enough of that! Just joking!
In case some of you Coloradoans still remember us, we are located in one of the most beautiful parts of the state. It's approximately 40 miles SW of Grand Junction on highway 141 at the 125 mile marker. A Log house with green roof and pole barn on the south side of the road. Stop by for a chat and refresh while enjoying this part of the state. The same goes for the FL family. We are in the phone book both places. Maril still does some part-time nursing but mainly loves the critters and her computer.

Jake the 10yr old Lab is showing his age but still wags his tail most of the time. Abby (short for abandoned) our rescued Aus Shepherd turned out to be a wonderful dog. Too bad the original owners couldn't figure that out.

Life is good and we wish you all the best. *Jungle Jack & Maril*

CAM MCEACHERN—236 Valdez Ave, Half Moon Bay, CA 94019 CamMcEachern@aol.com
Jock & Cleve, Mile marker 69 blew by last month. Man, they're sure going by fast.

Highlight of our year was a 4 day stint in San Juan followed by 11 days on Princess to Acapulco, where we boarded a United B757 charter to SFO. The Interline Cruise Store has some offers even a Scot can't refuse. Side trips included HNL, DEN & Bradenton, FL.

The year was capped off by having all but two of our immediate family members with us for Christmas/New Year celebrations. All in all, a good year for us. The check is in the mail to Cleve. We'll see you at the next F&S session. Slainte, *Cam*

ROBERT L. MONCUR—9006 Sheringham Dr, Roscoe, IL 61073

Thank you for all the time and effort in behalf of the retirees. I can't believe how fast the time goes by.

We've had a pretty good year, in that we got to take all of our kids and grandkids on a cruise this year. We did a lot of diving and snorkeling in the Caribbean, maybe too much, because everyone wanted to go again as soon as possible.

I have been among the group that helps out at the museum of science and industry, with the B-727. It's fun to talk to people about what a great plane it was and all about airplanes in general. I've had

guys that worked at Boeing and on the 727 come in and tell me stories about how it was built. We swap stories and everyone has a good time. Thanks again, *Bob*

WILLIAM J. MOORE—2726 Riceville Dr., Henderson NV 89052

Just completed three months rehab for a knee replacement. Good Dr. and lady therapist, maybe the best. Most organized and cooperative office staff I have seen in years. Office and surgery all in a large hospital, two miles from home.

I already have 125 degree bending, and within one degree of straight. Seems like a year of bending and stretching is needed to make perfect; along with walking, swimming, bike, stair-steppers and strength machines – and there is a fine line between doing enough and too much.

I'll be happy to talk to anyone with a bum knee. Hoping United is back in ten months. United management and labor just didn't get it.

Best regards, *Bill*

WHITEY MYERS—1056 Elsbree Ln, Windsor, CA 95492

Hi Cleve, Three years since retirement ... hard to believe. As I write this, UAL is planning probable bankruptcy in the next few days. This is a sad and difficult time for employees, and retirees.

Aside from that, life has been good. Cheryl and I spent seven months aboard the "Cheryl Ann" this year, three months of that time cruising to Alaska and back. Quite an adventure (that's the word that describes it; not vacation). We're glad we went, but will keep our boating within a couple hundred miles of our home port of Bellingham, in '03.

Soon after we came home (Windsor, CA), we climbed aboard the *Rotterdam* in FLL to enjoy eleven days cruising with the RUPA tribe. Saw many friends I hadn't seen in a while.

Many thanks to all of you who keep RUPA up and going. The checks in the mail. I also want to commend Jock on his thorough response to a recent, very political letter. Well done! Regards, *Whitey*

JOHN N. NASH—12 Page Ln, Greenville, SC 29607

Late again and this time really late. I guess it is old age and so busy doing nothing that I forget. Seriously I'm sorry this was so late.

Things are about the same here in SC. Other than a drive to CA to deliver an auto to nl~ daughter and a trip or two back to Chicago to see the other one I have pretty much remained around the home place. My friends can't understand why I'm not traveling all the time but like most of us, been there done that.

Health is good, no thanks to my exercising and good eating habits hut who is to complain.

Maybe next year there will be more to report. Now I'm like everyone else, just wondering what is going to happen to the world's "best" airline. *John*

BOB NORRIS—470 Neptune Dr, Redwood City, CA 94065 650-508-1079

I seem to recall I am overdue in paying my dues and do not recall recently receiving the *RU-PANEWS*. . .so I need to get back into the fold. After 9/11 the Captain's Board Interview Prep program came to a scratching halt. So I am now a prostitute doing business as a quote, "EXPERT WITNESS" which requires I give depositions, appeared at trials, do research, which requires much time and I am still learning how to avoid being caught in traps set by opposing attorneys.

For the past six years, I have been writing the monthly technical articles for the *Airline Pilot Careers* magazine and recently ventured into writing an autobiography of my mountain climbing and flying adventures; Solo... to fly.. .to climb, published by Xlibris Corporation.

We were fortunate to locate a Canadian Fleet 16B biplane I owned "50" years ago, purchased it, had new fabric installed, radio, ELT, Transponder, starter (none of these required in "1951") and the engine overhauled. By April, the plane was flying and we have had much fun buzzing around in it. The open cockpit is noisy and rushing air makes 2 hours about all my wife Dee can take, then she's done.

With the UAL cutbacks, son Craig, who was flying captain on the B-737, will be moving back to the right seat...at least he still has a job...management sure screwed up a "great airline." Well hope "2003" treats all well...*Bob & Dee*

MIRIAM & JOHN O'CONNELL— 1724 W. Motel Rd. Sycamore, IL 60178 or 4933 Summit Circle Prescott, AZ 86301 SFO-ORD '56 '90
mmoc@tbcnet.com

Happy New Year to all out there in retirement land. Usually try to get this sent before the Dec deadline but it just doesn't work out. Anyway check enroute to Cleve. Thank you to all of the key players who keep us so well informed and the organization up and running. Could be that UAL management should have asked for some advice before running things into the ground.

We have had a good year, started off with a visit to Bali, great spot and our timing was good. The island is so dependent on tourism and were hurting then so they must be devastated now.

We cannot turn back the clock, but do enjoy some of the remember when comments. One of my crew members showed up for the trip with his hat (that was the big push then, "Wear your hat") but no pants. Who Where???

Thank You Again.....God Bless, *John*

FRED W. OLDHAM—411 Via Mesa Grande, Redondo Beach, CA 90277 oldhiflyr1@aol.com

Dear Cleve, Another year another buck and a half - - - down the drain!

It doesn't seem that it can be 13 years since I strapped on a seat belt in the cockpit of an Unitidy Aircrafters machine. Time flies, and this was the 3rd seat! It's 18 years since anybody called me Captain.

My 3 ½ year bride, Beth, and I have been curtailed somewhat in traveling, since Beth's Mom (95 yrs young) has been living with us. About 3 years ago, Mom had a total stomach blockage and was in the hospital. Surgery was great, but 2 days before coming home, she had a series of small strokes. Until this year, we have cared for her at home; but now she is in a very nice home close by.

The end of October, Beth & I tried to fly to Sydney on Monday and Tuesday nites. Both times the flight was weight limited with mail & cargo, so no SA's got on.

Not to be deprived of a short vacation, on Wednesday we drove to the Napa Valley, where Beth had never been. Afterwards we visited Folsom, CA where Beth's daughter lives (she reminds everyone she's OUTSIDE the prison gates).

Not too much exciting going on, but the days just seem to go flying by.

Enclosed please find the yearly stipend for postage and a little extra for the beer fund for the folders & stuffers. *Fred*

BILL OLIVER—4303 Gull Cove, New Smyrna Beach, FL 32169

Hi Jock: This is a true story about our lost friend. I was a crew scheduler, and I was working midnights on the crew desk. In walks Captain Bill Dunkle on a late trip out of LAX. Bill leans over the counter and says, "Ollie I got my ticket on the Convair." I got my scissors from the desk, and cut his tie in half. From that day on Bill would hold his tie when we were talking. He was one of the great guys; one that does not come along very often. Have a very smooth trip my friend "Dunk."

I hope you can help me with the history of our UAL pilots. I went to work for UAL in SFO in October of 1946 after getting out of the USA Army Air Corps. (My UAL history CFO 46) with the merger of Capital, off to PIT. My next move was on to DCA and a regional job in Flight Operations. I then moved to DEN as the Assistant to the Flight Operations Manager. After I got 52 years, I retired and returned to my hometown, San Jose. I am cleaning out my den and came across three old pages with names of pilots:

LIST OF GRADUATES Boeing School of Aeronautics Tracy California.

The three pages give the names from October 14, 1940 to November 1941. Listed below are some of the names you might know:

Lloyd Treece, Augie Heidt, Hal Taylor, JR "Russ" Cottle, Ed Heft, Tommy Bergbower, Jay Nelson, "Pudge" Berlin, Art Lutz, Ned Simpson.

I believe these three sheets should be in some area where they will be preserved & shown to the future UALers. If you can help me, please send a name or names I can give these sheets to along with other UAL memorabilia.

On November 29th I had a great 80th birthday party with a few friends and relatives to do the honors.

Last month, we flew MCO-SFO a shuttle to SAC and drove to Placerville, where I have a son and daughter living. They love that area.

My book, *The Inner Seven* is in its second printing. The book is about seven fighter pilots who were aces in WW II and also aces in the Korean conflict. If anyone is interested, drop me a note to the above address. I am a member of the Sandabs & NE FL who meet once a month. I try not to miss their meetings.

Sure enjoy *RUPANEWS* & keep them coming. Best regards to all. *Bill*

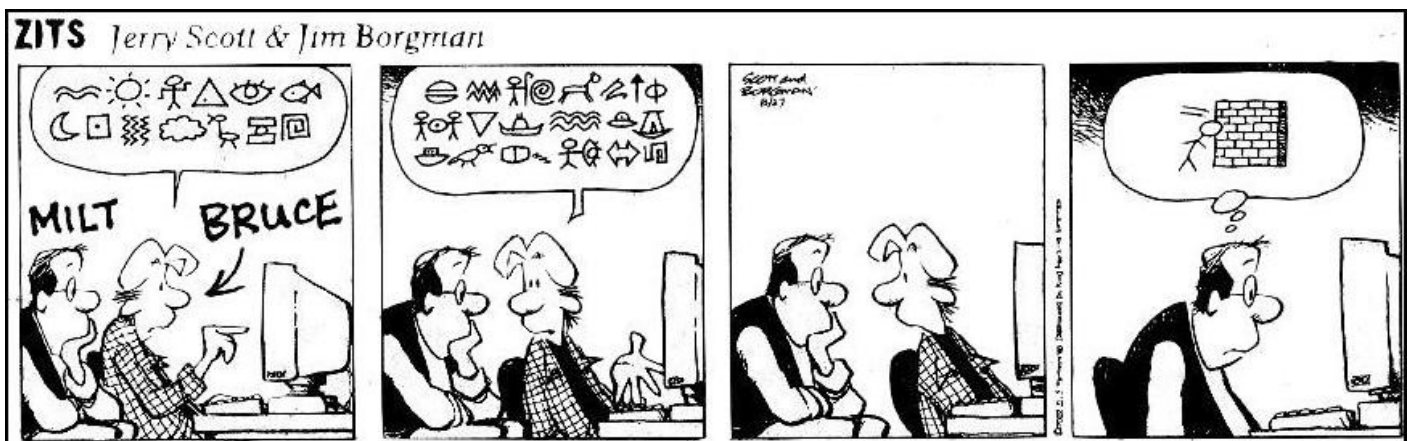
PS--I lived in San Carlos (on the hill) when I was in SFO. Have a, great Holiday Season, and FYI you put out a First Class *RUPANEWS*.

Bill: Send your artifacts to the address which is always listed in the latest RUPANEWS – currently: United Airlines Historical Foundation, United Airlines Flight Center Mail Room – Attn: Tom Angelos, 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537. Let us hope that there will be future UALers to admire it. Ed.

DENIS J. O'MALLEY—10310 Grandview Dr, La Mesa, CA 91941 palmsup@earthlink.net 619-447-6588

Dear Jock; I was a bit distracted last year and didn't write, but did send the postage. It's on its way again this year, and I surely enjoy the monthly letters. Before my birthday last year, they found two tumors in my bladder that was the major cause of my distraction. They were removed in January and most of the year seemed to be spent dealing with tubes and vaccine treatments that tended to negate a half century of fun I had with that area.

Bladder cancer is caused by smoking which many of us did 30 years ago, but no one I know seems to have heard that was something to be feared. The



tumors come up like weeds, they say, and the treatment requires that a BCG biological (similar to a TB vaccine) be inserted weekly to stimulate the immune system to fight the weeds.

Fortunately, the warnings (serious blood) in the urine give an early warning before the tumors penetrate through the wall where they can spread internally. The "scope" in Nov. gave us a clear view of no recurrences. Another scope-check in Feb. is on tap. I'm sure I don't have to warn, but don't take blood passing lightly. Unfortunately, some do. Still raising palm trees on my 6 acres of nurseries in El Cajon and at home in La Mesa; not much time for selling, but I'm enjoying and keeping very busy. Haven't had much time to visit our condo on Maui, but after Feb. probably, this year. Regards,
Denis

CINDY O'NEILL wallaby1@attbi.com

I would like to thank whom ever submitted the obituary paragraph for > Larry A. Kingry, that appeared in the December, 2002 RUPA newsletter. It could have been Brent Revert, Herb Breivik, Mike Carlin, Bruce Miller or many others. I had looked for something in the November issue but did not see a mention of him and was intending on submitting something myself. I am Larry's "significant other" and appreciate seeing him mentioned in the newsletter. I know of his love of flying the B747-400 for United, his appreciation of good literature, his love for his Steinway grand and those who could play it better than he, and his recently acquired passion of flying helicopters. Add to that his love for friends and family and you have a pretty amazing man. Larry never met an obstacle, nor a stranger, and definitely lived "larger than life", packing more into 59 years than any other person I have ever met. Mr. Jet will be missed not only by those who flew with him, but those he met along the way, and most certainly by me.

Thank you, *Cindy O'Neill*

RICHARD N. ORR—1471 Arthur Dr, Wooster, OH 44691

Dear Cleve, I can remember saying to myself when I first joined RUPA, "Why don't these guys get their dues in on time?" Well, here I am two months late getting my dues to you. Being late has one advantage it takes me into the month where I can wish you and yours

MERRY CHRISTMAS and a **HAPPY NEW YEAR!!**

I am retiring as the area representative of the North Coasters and will be replaced by Captain Richard McMakin in January, 2003.

This has been a very rewarding post for almost ten years, and I look forward to the continued growth of this group under his leadership. My thanks go to you and all the leaders of RUPA for your dedication and hours of service to the membership. Best Regards, *Dick*

JOHN PEDRETTI— 19176 Farallon Rd, Madera, CA 93638 LAXFO '61-'94 pedretti2000@yahoo.com

Hi Jock-Checks in the mail to Cleve. One month early I might add. I do not want to expire.

It is a sad day to see what has happened to our once great and proud airline. I guess there is enough blame to go around for everybody, but I sure thank you for a great reply to Ed Carrol's letter. It seems like we started downhill in 1985 but things looked up when the Ferret was fired. I hope this bankruptcy can shoot holes in some of those golden parachutes.

On another note it will be 9 years of retirement next February and I still miss the people and the flying. It was a good year as my bride and I celebrated our 5 anniversaries. We enjoyed lots of good RVing. I hope this finds you in good health, Jock and I thank you all for the great work all of you people do for RUPA. Happy Holidays to all. *John*

CHARLES O. PETERSON—1006 Heron Way, Woodstock, IL 60098 ORDFO

Cleve, I looked on the mailing label and was shocked to see I am in arrears. Anyway here is a check to take me out in the future. What a mess at good old United. I guess we are lucky to have it behind us. It's probably the only good thing about getting older. I am still flying my Bonanza and last year added a Champ to my fleet Life is good. My e-mail address is copeters@mindspring.com for anyone interested.

Thank you for all of your dedicated service to us all. *Chuck*

MATT POLESKI—PO Box 649, Belvidere, IL 61008

Dear Cleve, I've been trying to forget birthdays of

late and regret that the birthday dues got lost in that mind set.

Like many other retirees, I am concerned about what the future holds regarding the pension and medical benefits, but realize that there is little one can do or say; only to accept what blessings are provided along the journey of life.

Shortly after leaving UAL, I was working as a pilot for a charter company and was laid off after the business downsized. Since then, my wonderful wife Colleen and I fly occasionally in an old Piper Arrow that was resurrected from a heap of parts in a Wisconsin T-hangar.

I do miss seeing all of my former workmates, as they were a highlight to the job. They were interesting people and made working a fun experience, equal to the awesome equipment with which we were entrusted to operate.

For now, I will stay busy as an A&P mechanic at a local airport, since I cannot see sitting around, watching the days go by. Now the young mechanics are teaching this old fellow the tricks of their trade.

I wish everyone good health, abundant laughter and pray that our circumstances will turn out for the good of us all. Best wishes, *Matt*

GERRY PRYDE—5504 Sealawn Ave. NE, Tacoma, WA 98422

Dick Cosgrave spent an enormous amount of time representing pilots. He went through all the chairs, Co-Pilot Rep., Captain Rep., Negotiating Committee Member, then Chairman, System Board Member, System Schedule Committee, Pension Committee, MEC Chairman along with several national ALPA committees and after retirement did a 10 year stint as a mediator with the National Mediation Board. He participated in the Class and Craft arbitration, two crew complement arbitrations, the United/Capital merger and the combined agreement negotiations. He then took a break for a few years flying the line out of Los Angeles and moving to Seattle to take advantage of our fishing and a little golf.

I talked him into coming back and handling the expedited negotiation in 1976. Or rather, I talked his wife Rose into allowing him leave with a promise of a short negotiation. True to form he and his committee were successful in reaching an agreement a few months before the expiration of our

then current agreement. Unprecedented, never happened before and we all kidded the committee about no retroactive pay.

We soon found a new task for him, the Flight Operations Representative on Mr. Ferris's high level committee to review United's routes, equipment aircraft routing, etc. This committee did a total review of the whole airline and Dick was a significant contributor to their findings.

He replaced me as MEC Chairman and extracted my promise to be available if needed. He stuck me with a four year national officer job in 1978.

Before coming to United Dick was a part of the "Greatest Generation" in the Army Air Force. He flew B-17s in England and did a stint as General Dwight Eisenhower's personal pilot. He requested to go back to his bomber squadron to finish his missions in order to get back to his lovely bride Rose sooner.

Dick was an articulate, creative, innovative and responsible leader and an outstanding example of the "Greatest Generation" and was a card carrying member of the "Band of Brothers" we know as Airline Pilots! He touched many lives.

I would be remiss if I didn't publicly thank Rose Cosgrave and her family on behalf of all of us, for allowing her husband (married 60 years) and their father the leave to contribute so much of his time and effort to his pilots and airline.

I have just touched on a few of the many accomplishments credited to Dick. He and his good friend and colleague, Chuck Woods, helped guide ALPA and the United Pilots through turbulent times with much success and I am sure it is all our hope that the leaders of today's ALPA will have equal or greater success with today's turbulent times.

Captain Richard R. Cosgrave leaves this life a better place by his contribution and I believe that's all we can ask. Thanks, *Gerry Pryde*

BOB & NORMA PURYEAR—PO Box 347 Trinity Center, CA 96091 '43-'81 BU/SFO
rmpurplear@hotmail.com

I was "up to my ears in alligators" in July (birth month) so Norma just sent a postage check to keep us current. Now have more time to communicate with fellow Ruparians. First thanks to Jock, Cleve, and all the officers and helpers who keep us current on facts and figures. We join all in the hope that

UAL can pull it off and keep feeding us- after 60 years of UAL paying the bills we'd like to keep on the receiving end for another 20 or more! Too late for Christmas wishes for all, but our hopes for a healthy, prosperous, and peaceful New Year-- May 2003 be the best year for all!

I have recently been diagnosed with early, and reasonably minor involvement, prostate cancer. Dr. says "watchful waiting" at my 81+ years of age. However, since I plan/hope for another 20 to 30 years of good health I need to consider other options. At the present time we are most interested in the Proton treatment at Loma Linda Univ. Hospital. Have information on experience of Ken Ellis and some non pilots. Would appreciate fellow pilot input on any and all treatments you have used. Especially the Proton radiation results and any side affects you have. Also would like to know if anyone has any idea of long-term success. Thanks for any help. *Bob*

BILL RAIMER—PO Box 1480, Battle Ground, WA 98604

Cleve- -Must be a misprint on the calendar. Can't possibly be into year seven of retirement! Enclosed- -this year's dues plus some for the coffee kitty.

Thirty-seven years ago this recently discharged USAF Capt. drove cheerfully toward Denver for his new-hire pilot class. In western Nebraska, less than a day out, I tuned in a newscast on the radio, only to learn that United's mechanics had walked out on strike--shutting down the airline. I searched the road map for Climax, Colorado, certain that I would be working there in the molybdenum mines in two weeks when my money ran out. (Seems nothing has changed!) Fortunately, United kept new-hire school operating--as well as the B-727 and Caravelle schools. (Also, we got to fly line DC-6B's in BFO instead of the beat-up old DC-7 trainers, which were grounded.)

Can't figure out why the 55% employee-owners did nothing to get rid of three executives a couple years ago before they flew the airline into the ground. (We, after all, managed to fell *Goliath* back in the eighties without *any* seats on the board!)

Absent our United woes, 2002 was not a bad year. Jeri and I are both healthy. In Sept, a 2-week Alaska cruise-tour with several high school classmates. (Have hit the top and bottom of the western

hemisphere now--with a 9-day Antarctica cruise in 2001.) Don't care much for the equator--would rather snowshoe--so we've decided to pretty much stay home for 2003. Need to catch up on some home projects--plus sit down and figure out how to subsist with our health insurance and most of our pension gone! Grew up with very little--can no doubt survive again.

Keep the great newsletter coming! *Bill & Jeri*

DOUG RANKIN—20514 Miranda Pl, Woodland Hills, CA 91367 53/90 Dougmarce@aol.com
My birthday is in December, but I never took my United physical till January and since I retired I have been writing my RUPA update in January so I had better do it today because the month is over half gone.

Only two things to write about during 2002. First, Marcene & I went to Hudson, Wisconsin in June for our oldest granddaughter's graduation, with honors, from Hudson High School. She is now a freshman at the University of Minnesota and she is in the Navy ROTC program. She is carrying on a family tradition as her mother's father was an Annapolis graduate, and her father, Paul, flew for the Navy for 10½ years. Tina says she wants to fly off carriers.

The second was not only a highlight for me but for my son Paul as well. Paul, who flies out of MSP for Northwest, came out to Los Angeles and on November 5th we flew to Tehachapi in my 1956 Cessna 182. The reason for the trip to Tehachapi was so Paul could fly the same airplane I soloed in, in 1946. It is a 1943 Meyers OTW Bi-plane powered by a 160 H.P. Kinner engine. It would be interesting to know how many of you pilots out there were able to have your sons fly not only the same make and model, but the exact same airplane. So long till next year. *Doug*

MAX RASMUSSEN—1515 Shasta Dr. Apt 4321, Davis, CA 95616

Dear Jock: My birth month is January. I clipped this announcement concerning the death of Raymond W. Gundlach, in the Davis, CA Enterprise and wanted to send it to you earlier. [*Thanks, we'll show him in "Flown West". Ed.*]

I live at the University Retirement Community in Davis, CA, as did Ray. Two other retired United Airline pilots also reside here: Jay Nelson and his

wife Dottie, and Wayne Walker with his wife Jean. Ray retired the year I moved from New York to San Francisco; unfortunately we had never met or flown together. We have a pilots' group that meets weekly, and Ray would attend when his health permitted. Only two weeks ago I was talking to him at lunch about the problems at United Airlines and the other airlines. One of his remarks was: "I would go back to fly for no pay if they would give me a call, I really miss flying."

As for my wife, Audrey, and me, we are very active for age 81. She has aqua aerobics three times a week and I have started golf and play 18 holes three times weekly. This past January we traveled with a golf group to Acapulco and saw many of the ruins and shows and our first and last bullfight. In March we cruised for sixteen days from Rio de Janeiro, Brazil to Santiago, Chili with many stops and "Around the Cape Horn" and through the Magellan Straight with calm seas. Earlier, after a stop in Buenos Aires, we encountered rough seas with winds up to 110 mph. That felt like some of the cold fronts or mountain wave turbulence we did not enjoy while flying. Many people were sick or had a broken bone or sprain. Sixty people jumped ship at the next stop and flew home. We were fortunate to fly 1st class on United and managed to sleep in the comfortable seats. We are taking a golf vacation with the same group to Cancun, Mexico in January. Thank you Jock and Cleve for keeping us all informed and being able to read about our friends. Check to Cleve. Sincerely, *Max & Audrey*

VIOLA I. REID—1010 American Eagle Blvd, Apt. 238D, Sun City Center, FL 33573
RUPANEWS, I still enjoy the retiree news and only occasionally see a name I recognize, which is not surprising, as "Doc" Horace retired in 1968. At 92 years I enjoy flying and presenting my pass with date of hire 1933. Sincerely, *Viola*

ED RIPPER—3227 Saint Andrews Cir. SE, Southport, NC 28461 eripper@ec.rr.com
Hi to Jock, Cleve, and all the hard workers who keep the *RUPANEWS* arriving on schedule each month. Thanks for doing a great job! The annual check will be in the mail to Cleve tomorrow, my 62nd birthday.
These first two years of retirement have been if nothing else quite a ride. I'm sorta hoping for

things to slow down a little and maybe even see some good news about the airline industry some day when I turn on the TV. Oh well, it's always nice to fantasize a little just before Christmas. Bekki and I are both healthy and looking forward to being grandparents for the first time in March. The best to all of you and let's hope that 2003 will be a positive year for UAL. Regards, *Ed*

RANDY RYAN—2850 E. Calle Sin Pecado, Tucson, AZ 85718

Dear Cleve, Another year has passed and Pam and I continue to enjoy the desert, although it is good to get away during the monsoon of July and August. In 2002 we took a four month fly, float, and drive vacation that included a cruise from Florida, through the Panama Canal, and wound up in San Francisco. From there we drove our motor home (towing a Chevy Trailblazer behind) north to Alaska, stopping at so many wonderful places en route that I won't bore you with a list. Suffice it to say that everything from the Redding Air show, to Victoria, to Deadhorse (Prudhoe Bay), and back through Chicken, was fun and that we would recommend it to anyone. Don't worry about any reports you may hear about the Alaska Highway, or any highway for that matter, being "terrible." They weren't. The only windshield problem we had was in the lower 48 on an interstate highway when we caught a small rock thrown up by a passing car. Pam is still a Sunday docent at the Arizona-Sonora Desert Museum and works at the Tucson Visitors Bureau as well. I play lots of tennis and a little golf but I'm going to have to live a long time before I can shoot my age.

Plans for this year include another motor home trip, this time to the south, east, and far northeast, probably up to Nova Scotia. We have already driven on the northernmost, westernmost, and southernmost roads in the US so we'll try to drive the easternmost this summer.

Let's be optimistic and say that we hope that 2003 will be a better year than 2002, especially for those of us who have family still working for United. We would like to encourage anybody coming to Tucson to give us a call. The best parts of 2002 included phone calls from friends.

We would like to thank all of the folders and stuffers for all the hard work. It is always fun to read the *RUPANEWS*. The check is in the mail. *Randy* SFO

E.G. (GINO) SALEGUI—PO Box 437, Surfside, CA 90743

Hello to all, Many thanks to the creators and staffers of This superb publication.

To fight off the pangs of the bankruptcy, we shall celebrate the New Year in Portugal and Spain (where else??). Once again, I want to tout the merits of the best locations when staying in either country. Try the following web sites: Spain www.parador.es or Portugal www.pousadas.pt.

Live it up staying in a castle or palace with an age 60 discount, and have some wine for your Health. Happy travel (while it is available) *Gino*

JACK SCHLEMER—967 Cascade Way, McMinnville, OR brady@vclink.com

Greetings once again On my 22 year of retirement. Nothing new, no travels, I feel my body is slowly decomposing. I feel sad that was once the number 1 airline seems to be going down the toilet. Check to Cleve. *Jack*

BOB SCHWAB—8807 Roundtable Ct, Fair Oaks, CA 95628

Dear Cleve & Jock, On this day after Thanksgiving I'm afraid we don't have a great deal to be thankful for. The failure of the IAM to ratify concessions will be a vote we will all remember for the rest of our lives. Chapter 11 will be a given for UAL, and this is bad news for all airline employees. United will ask for abrogation of labor contracts to reorganize and if I were a pilot for American, I would see the handwriting on the wall.

The administration's Air Transportation Stabilization Board has the secondary agenda of getting air transportation wages back in line with what they believe should be normal and adequate. The only republicans I know who think Captains should be paid \$200,000 per year are sitting in the cockpit with union cards in their pockets. What we are seeing is called the end of an era. While it may be true that a rising tide lifts all boats, an ebbing tide grounds all boats.

Our pensions are not going to look pretty after the guarantee board gets done with them. All things considered; it was a hell of a ride while it lasted. A Happy Holiday Season to all of us left standing.

Bob

BERNARD SCHWARTZMAN—1105 Redbud Rd, Winchester, VA 22603

Dear Cleve, As promised last year, postage would be sent on time this year. You should have already received the check.

While United hovers on the brink of bankruptcy, Bonnie and I can only reflect on the good year that has past. In January we used our time share to relax on Kauai, an island I hadn't visited since a brief stop at the airport back in 1962 with AEWBAR-RONPAC. The island is beautiful. We even took a helicopter tour and I hate helicopters but now I appreciate what they can do well.

In September I joined E. K. Williams, Frank McKenzie, and Jim Foster on our annual salmon trip to Yakutat. The fishing and friendship was great.

October made for a NAVCAD reunion in Corpus Christi, Texas. It was the first I had attended. No one was there from my cadet class but the people I met going back to WWII were just wonderful. Bonnie and I made many new friends and had a great time.

The USS Lexington is now a museum. I spent more time on the ship this year than when I carrier qualified on her back in 1962. The group also visited NAS Corpus Christi and Kingsville and the King Ranch.

There will be another NAVCAD/MARCAD reunion for those in the late classes of 1960. Eighty have already signed up in May. If anyone is interested in joining the reunion contact me at bschwartz@shentel.net.

In November I hunted Virginia and West Virginia thinning out the deer herd. I also caught up on tall tales, sipped good scotch and dined well, for a hunting camp.

It looks like December will be a relaxing month at Palm Dessert with my sister and her husband. That is provided UAL is still flying.

My gut feeling is that UAL will survive and we will all be able to tell our grandchildren how the employees saved the company from disappearing.

Bernie

JACQUE M. SEXTON—6 Sequoia Way, Redwood City, CA 94061

Dear Cleve, Thank you very much for the heads-up. I have kept looking for some sort of a RED Flag I heard about somewhere. This is to you elec-

tronically and several subscriptions and extra by snail mail. I do not have a computer, just this version of a browser from WEBTV.NET. Thusly I am unable to get onto SKYNET anymore, till after the first of the year. I understand that WEBTV and UAL will then be able to understand each other. During these troubling times I certainly miss being able to keep current. The only way I can follow up is thru Dale Harper and his mailings at Yahoo Group. His address is dtharper@inreach.com for anyone who likes. He has also been doing a fantastic job of relaying for us dumb webtv'ers. Harry Stonelake seems to me to have a corner of the best of reasoning processes.

What I still can't understand is why the media only seems to blame the labor side of the issue and no mention of all the dumb decisions of top corp. MGMT, ever since Mr. Pat Paterson retired. I will never forgive anyone in MGMT who supported that. Like the Sunday funnies say, "It's time to bury the hatchet, but I haven't found the hatchet yet." Thanks again for your courtesies and all your services. I am tethered fairly close to this O2 source but am still able to keep my SAT at about 92 or above and my better half is in good health also.

Jaecue

JIM SHIPP— P.O. Box 3098, Battleground, WA. 98604 SFO 1964/2001 jim4shipp@aol.com Starting year 3 of retirement already!!! Time flies...just hope UAL can keep doing so! Naty and I are keeping busy flying the C-185 on floats at our Canada home on Nimpo Lake and the Cub here at Parkside Airpark, just north of PDX. Also enjoyed lots of fishing on the inland waterway near Bella Bella, Canada. Just keeping fingers crossed that the retirement checks will keep allowing us to play.

Thanks to the active pilots who have accepted the big pay cut. *[The cut is only a temporary one, pending contractual negotiations in chapter 11 with UAL. Ed]* It seems mgmt won't be happy however until pilots pay to fly for UAL with no duty rigs!

Give us a call or fly in! *Jim & Naty*

SIDNEY F. SIGWALD—8928 SE Star Island Way, Hobe Sound, FL 33455 sidsig9@aol.com Dear Cleve, Just a quick note to send along with my stamp check. I am happy to see so many of my friends still on the right side of the turf!! Georgeanne and I have found that cruise line inter-line rates are cheaper than staying home so we get in about two cruises a year. We keep waiting for the security mess to clear up so we can get back in the friendly skies – assuming we will have pass privileges in the future. Regards, *Sid*

WALT SMITH—847 N Humboldt St. #410, San Mateo, CA 94401 usersm2019@aol.com 2002 has been a mixed year. After a successful fight against cancer, at least for the present, Marge began having severe head aches in May, which ran on for three months 24 hours a day. After several specialists and a number of tests brought no help, we went on suggestion to the local library. We found she had 22 of the suggested symptoms for TMJ [Temporal Mandibular Joint]. A specialist in that was able to stop the head aches in one day. Now she is having a periodically acute balance disturbance, which the doctors believe is a virus. I spent a week in the hospital in February, teetering on the edge of an operation for a blocked bowel. I'm still having trouble with it, so we are both suffering from some of the ills flesh is heir to. But we agree with Maurice Chevalier, who when asked how it felt to be 80, said absolutely marvelous compared to the alternative.



In contrast, the children are in good health, well established, and happy. The grand children are making careers, except for Sarah, who suffered a severe brain injury in an accident 3 ½ years ago. She is making continuous progress in therapy. The ETA for the first great grand child is March 03.

We cut back on travel: Denver and Dana Point for Marge's family, Ashland OR for Walt's, Santa Rosa for a reunion of PAN AM Navigators, and Crater Lake National Park for its 100th anniversary, and then a reunion of who ever worked there. I was employed during the summers of 1939 & 1940, while in college, and tied for the most senior attendee. We enjoy the *RUPANEWS*, and admire the job all of you do with it, even though at 86 I find fewer and fewer I knew and flew with.

Check for postage is gratefully in snail mail. *Marge & Walt*

WESLEY "AL" SPEAR, by Barry Woodruff
12/30/02

Jock: I just found out that our compadre, Al Spear, is in very very bad straights. Mid Sept. his Dr. gave him 2 months to live due to the advancement of his ALS (Lou Gehrig's Disease). I was able to have a very limited phone contact with him yesterday with the help of his wife, Lucy. I later contacted her and confirmed that Al would still be very interested in receiving short e-mail or written contacts from old friends that Lucy would help him with. He just retired a couple of years ago or so and got this diagnosis after his first year. Their e-mail is lucyandal@chooseemail.net and mailing address is Wesley A. Spear, 2691 N Silverleaf Way, Meridian, ID 83642-3963 *Barry*

BOB STEENECK—1623 Adriel Dr, Fort Collins, CO 80524 steeneck@concentric.net

Five years into the mission...the Medicare Card arrived a few months ago. Still try to stay current in the Baron, but the instrument scan isn't what it used to be.

Judy continues to operate her Tour company, so I hang out in Carefree, AZ while she is out on tour. Been getting into shotgun sports of late, especially skeet...also shoot Cowboy Action when I remember the correct weekend. Will visit Antarctica in January via Norwegian Coastal Lines, with "wet landings" ashore using Zodiacs...should be fun. My new Arizona hangar will hold another airplane.

Anyone know of a good Fleet or Waco UPF-7 that needs a new home?

Thanks to all the folks who keep this publication coming...I enjoy reading it from cover to cover. Check is in the mail. Cheers, *Bob*

RICHARD L. STEINER—812 Nice Way, Sarasota, FL 34238 dstennis@att.net

Cleve - Many thanks for sending me the last two *RUPANEWS*. My forwarding address from Minn. to here was being addressed wrong in Plymouth, Minn. They were forwarding to 812 Nice Way and I wasn't getting my mail. My check is in the mail. I happen to belong to the Meadows Country Club here in Sarasota and there are 7 of us RUPA guys here. Ray White, Bob Enander, Al McIlraith, Dave Duke, Dick Phillips, Carl Bye and myself. All of us were ORD based and it is really neat to see this group just about every time I play golf. I spend most of the winter here running the Sarasota County Senior Men's Tennis Leagues. This will be my 10th year on the board. I have over 1100 waivers in my file and 650 men play every week for 18 weeks. It is a scheduling nightmare to get 115 teams, playing at 25 tennis facilities, at the right place and on the right court. We have Leagues for 60, 70, 75 and 80 year olds and have doubled in size the past 10 years. We are the 2nd largest men's tennis group in Florida. This is just about a full time job but I keep going just like you guys do with the *RUPANEWS*. My e-mail address has been the same for about 6 years. Keep up the very fine work you do for us.

Dick

BILL STOOKEY—11420 Avondale Loop Rd, Hayden Lake, ID 83835 '48-'85 ORD, SFO
willn6hs@aol.com

Dear Jock, I should have gotten this letter off to you last month but had Rt shoulder surgery and since I bat Rt handed couldn't step up to the plate until now.

Lois and I have had a good year and did a few interesting things. Went to an air show at Hanscom AFB, west of Boston and spent some time with my bamboo bomber that I donated to the Collings Foundation. I got to fly the B-24 again which I hadn't done since I was 20 yrs old during WW II. It was a thrill and brought back memories. Lois and I took a trip to Harrison Hot Springs in British Columbia, Canada: A beautiful and relaxing place to

spend a few days. Also we had an exciting and beautiful jet boat ride on the Snake River that borders between Idaho, Oregon and Washington. It has over 90 rapids and flows into the Columbia River. Since this seems to be the high points for the year, I'll close and wish everyone a very Merry Christmas and Happy New Year!! *Bill*

PATRICK WALKER—2631 Wildhorse Ln, Minden, NV 89423

Dear Cleve; I have just rocketed through the first year of this retirement thingee. It was getting to be one heck of a lot of fun until the major turn of events at WHQ!!! Now things are a bit worrisome. Even in retirement, as the adage goes, "Timing is everything". Some hit it, and some get hit by it! Guess the whole mess will have to run its course in due time.

Meantime, all is going well in Minden, Nevada. An occasional lunch with Lyle Uren and the local fellas, and glider flying, and the other diversions of retirement makes it all worth while. All in all, I'm glad I am on the outside these days. I do miss the flying and the flying partners, but going to airports these days just ain't like it used to be. Brother!!!

Check is in the mail! The best to ya! We owe you for your great services to all of us!

Cheerz, *Patrick*

JIM & DEBBIE WAUGH—1325 Rosemary Ln, Bolingbrook, IL 60490

Dear Cleve, When several people suggested that if we had anything to get done, we best do it before retirement because we wouldn't have time afterwards were so very correct. We are just now beginning to look forward to getting our wheels on the ground and proceeding with our lives in some normal fashion, what ever that is.

Over the years, I think that many times we have all watched as United lumbered on of it's own momentum in the airline industry in spite of bad management. I think now it is clear that this is not an approach that will allow our company to survive. At this point, any fix that does not address the South Wests and Jet Blues and particularly the mini jet carriers, who are already able to buy United, will be temporary at best. In that case, contrary to contemporary pilot logic, some of us will have to entertain ideas of owning a company that actually

makes a profit! I sure hope that light at the end of the tunnel isn't another train coming. I'm beginning to feel like a roadrunner.

Keep up the good work. Sincerely, *Jim & Debbie*

ROBERT D. WEAVER—3825 E. Nowata Dr, Phoenix, AZ 85044

Dear Cleve, It's hard to believe my first year of retirement has gone by so fast. I have always heard that you are busy, now I believe it.

Sue and I have enjoyed our years in Arizona. We now are looking forward to our move this winter or spring to Colorado Springs. The cooler weather will be a welcome change. I will send you an address change when we make the move.

Enclosed is my check for the postage fund. Thanks for all the work you guys do with the *RUPANEWS*.

Bob

DAVID W. WICKERSHAM—2901 Hill St, New Smyrna Beach, FL 32169 macwicker@aol.com

Hello Cleve, First year of retirement just peachy, and we've moved into our ocean front home in New Smyrna Beach.

Marian (formerly McKean) continues to fly – 35+ years for her now. She thinks I'm going to hop a ride to NRT one more time with her so she's sticking around.

Current events bring to mind times in a holding pattern counting fuel, minutes, sequences etc, and hoping not to hear the word "indefinite". Now, as then, wisdom and knowledge will serve us well.

My thanks for everyone's efforts, this great newsletter, and the forever friendships we all have.

Y'all please make our place a stop if you're along the Florida East Coast. *Dave*



ROBERT B. WILLIAMS, JR.—34 Hidden Valley Airport, Denton, TX 76208 benjamin1@juno.com

Birth date is just about here for me, so annual note herewith. Same old stuff, number 81 birthday so made it this far. Health seems OK. Have the same 2 airplanes in my hangar, one Mooney and one Cassutt. Get up about once per week. Aviation medical is current but requires treadmill each year for renewal.

Joined new organization, United Flying Octogenarians. Birds of a feather must like to flock together. Also keeping up the Flight Instructor ticket but don't find much use for it. Attended both Sun & Fun and Oshkosh as usual.

Just found a disturbing item in the newspaper this morning: "The federal agency that insures the pensions of 44 million Americans has slipped into a deficit position for the first time since 1996, its finances pounded by a succession of big corporate bankruptcies." I'll close on that unhappy note. As usual, check will go to Cleve. Also happy to report that wife, Evie, is doing well. *Bob*

JAMES F. WILSON—2712 Sedgefield Ct. E., Clearwater, FL 33761 jwilso23@gte.net. MDW, ORD, DEN, EWR, JFK.

Hi Cleve, Time for the annual letter. This time I have to report that it has been a routine year with not much to report. From the letters I read every month, I realize that we are very lucky to be able to say that.

We remain in reasonably good health, still traveling and working at volunteer jobs. This year we tried a River Cruise from Amsterdam to Vienna and decided it was a good alternative to the ocean cruises. The 28 grandkids grow and thrive. Lots of fun for us to see the new personalities develop.

It hurts to see all the problems at UAL. We have had no problems at all on our pass travels here or abroad and I expect that the effects of bankruptcy will not do much to us, but I would hate to be the employee of UAL who has 15 or 20 years invested at this time.

21 years on the beach and life is still great. What could be better? The newsletter is eagerly anticipated and I thank all of you who do the work.

Check via snail. *Jim*

LAURENCE R. WOOD—29 Oyster Bay Pl, Hilton Head Island, SC 29926 LRayWood@aol.com

Dear Cleve, Somehow another year has slipped away without any major changes in my life. Our health is still good, and so far we still have an income.

Really enjoyed the cruise, the Panama Canal and visiting with a lot of old friends. Hope to do it again in the future. Right now we are trying to plan a Yangtze River trip in the spring.

Check is enclosed for another year, and we send our thanks and regards to all. *Ray*

JAMES W. WRIGHT—65 Jensen St, East Brunswick, NJ 08816 DCA, EWR, JFK 51/85

Dear Cleve, Last year I said it was a sad year, I never thought things would get worse. I pray that UAL can recover and survive. We attended the Capital picnic last September.

On our last sail, the 30th of September, Millie broke her leg getting on our sailboat trying to recover her pocket book. After two operations she got a new knee and a steel rod in her left leg. She is now recovering at home.

When I read Karl Schultz's letter in the November, 2002 newsletter, it reminded me that I also had to circle in a Connie with a low ceiling and rain at CRW airport. I had my co-pilot call out his airspeed as I kept checking mine. On final I noticed there was a big difference in our airspeeds, so I went around. I figured I had been using too much rudder turning on final, so I didn't use much rudder the second time and the airspeeds were about the same. We needed the entire runway to stop.

Karl's story about landing on runway 23 in Buffalo reminded me that I had the same experience in a Connie as I was the first plane to land one morning with several inches of new snow on the runway.

When I applied my brakes near the end of the runway, the wheels locked and we started to slide.

There was a sheet of ice under the snow. I did not want to wipe out the approach lights at the end of the runway so I applied the left brake and added power to the #3 and #4 engines and slid onto the taxiway. I was able to taxi out of the snow bank next to the taxiway and get to the gate. The mechanics told me one main tire had a minor cut. I called Doc Reid and he told me to continue the trip. I also LOVE Doc Reid. He helped me several times in my career and he saved my job when I was

the co-pilot on the DC-3 at RDU in 1951 that had the ailerons hooked up backwards on a test flight. Doc was a very fair and thoughtful person. We appreciate the medical articles and Doug Wilsman's reports. *Jim*

TOMMY ZANDER—1014 Napoleon Ave, New Orleans, La. 70115 -or- 16787 Perdido Key Drive Pensacola, FL. 32507 DCA, SFO, ORD '66-'00 [wtzander@aol.com](mailto:wzander@aol.com)

Hi Guys and Girls, What a difference two years makes. I had no idea how important I was to UAL. When I retired in December 2000, United was the largest airline in the world with over 100,000 employees, a healthy balance sheet, and a stock price around \$40. And now..... So sad!

When I retired I learned the truth in what so many others have said, "How did I ever find the time to fly?" Since I retired, Sande, UAL-SW 1963-1994, and I have sold our lovely, but old, house in New Orleans and bought two lock-it-and-leave-it condos, one just two blocks from our former home in uptown New Orleans and the other on the water on Perdido Key, a barrier island just southwest of Pensacola. As the two places are only a 3 hour drive apart, we go back and forth depending on what's going on, where.

We also have become quite fond of cruising having spent 50 days on ships since I retired. It's so nice to travel without packing and unpacking daily. If you're flexible on travel dates, outside cabins, even balconies, are available for well under \$75 per person per day on the major cruise lines. That's room, board, transportation, and entertainment, a pilot's dream. If we lose our pension, I'm going to see if we can live permanently on a cruise ship! I'm just not sure if we can afford the booze!

Both of us are in relatively good health. I was diagnosed with stage T1c prostate cancer in October 2000, but except for PSA tests every three months, much consultation and reading about the disease, and a second biopsy last month, I haven't had any treatment yet. Any insight from any of you guys with experience with this disease would be appreciated. Cleve, you've been very helpful. Thanks.

We are off to visit friends in Australia at the end of January, then back to New Orleans for Mardi Gras (our condo is directly on the parade route) and then a seven day river cruise in southern France in April with another retired UAL pilot, Keeton Barnes, and

his wife. The summer brings a long driving trip out west to see friends and a family reunion with Sande's family. See why I don't know how I ever had time to fly?

Look us up if you're in either neighborhood. *Tommy & Sande*

IN MEMORIAM

RICHARD P. (DICK) COSGRAVE

Dick's greatest achievements in life were his loving marriage to Rose for over 60 years, and his loving and wise guidance to his children and their families. Rose survives him along with his three children, Kathi and John (Oregon), Rick (Seattle), their spouses, 5 grandchildren, 3 great grandchildren, and his sister Mary Brann (California). Dick piloted B-17's in WWII, then flew for United Airlines for 36 years. His skill as a union negotiator provided a second career with the National Mediation Board. Dick loved his family, golf, fishing, travel, and friends. He will be greatly missed by all who knew him.

Remembrances in lieu of flowers to the charity of your choice. Inurnment was at Acacia Memorial Park, Seattle. *Rick Cosgrave*

KENDALL WINTON EVERSON

On December 11, 2002, Kendall Winton Everson, patriarch of the Everson family, longtime resident of Newport Beach passed away due to cancer. He was an honest man of strong convictions, and to know him was to know a man of warmth, compassion, humor and wisdom. Although he was 81 years old, he had packed twice that amount of living into his years.

At 16, he started to actively pursue his love of flying and sailing. After raising his family and retiring from United Air Lines as a captain, he pursued another passion when he bought his first motorcycle. He was a highly decorated Marine Corps pilot, who flew torpedo bombers in the South Pacific. Having achieved the rank of Colonel, he commanded several reserve squadrons, and was proud of his continuing service with his beloved Corps.

His span of pioneering aviation included competing in the Cleveland Air Races, instructing pilots in the Dominican Republic, creating his own airline, flying as a young naval test pilot and, recently, testing

experimental aircraft until he grounded himself two years ago due to his health.

His romance with sailing included crewing, often on square-riggers, as well as skippering his own boat on lengthy trips. Upon his return home after WW II, he married the girl down the street and was her protector and soul mate for 56 years. He was father of twelve, six of whom came to him through their marriages to his birth children.

His most treasured creations were his children and grandchildren, and he was the kind of father whose greatest joy came from spending time with his family. He delighted his 23 grandchildren with jelly-bean hunts, motorcycle rides, boating, and individual "special trips" when they turned 12 years old. The Mormon Church was a dominant force in his life and he served as Bishop of the Corona Del Mar Ward. He was an active participant of many organizations, including a Gold Flag member of the Bahia Corinthian Yacht Club, a board member of the United Air Lines Historical Society and many other organizations associated with Marine history and Marine Corps aviation. Ken took great pleasure in spending an evening playing bridge with his wife and friends or traveling to see the wonders of the world.

We celebrate his life and thank our husband, father, grandfather, great-grandfather, friend and hero for the love and care he gave us and the passion, adventure and strong values he brought into our lives. *Ken's family*

RAYMOND W. GUNDLACH

Raymond W. "Ray" Gundlach died on Dec. 4, 2002, at the age of 91. Born on Oct. 25, 1911, in Portland, OR, he graduated from high school in Dixon and moved to Davis in 1934.

He was a pilot all his life, having flown many types of aircraft from Jennies to jets. Active in aviation as a teenager flying biplanes; he bought an Eaglerock biplane in 1932 and joined United Airlines in 1940. He flew Boeing 247s, DC-3s; 4s, 6s, 7s and 8s until he retired with 24,000 hours in 1968.

He was one of the first individuals to make a deposit on a unit in the planned Davis University Retirement Community, where he lived with his wife, Doriet Simonson-Gundlach, during the past 2 years.

He was preceded in death by his first wife, Grace Cecil-Guridlach, a native of Davis, after 46 years of

marriage.

He is survived by his second wife of 14 years, Doriet Simonson-Gundlach, two daughters, one son, six grandchildren and six great-grandchildren.

NORMAN B. JOHNSON

Norman B. Johnson, our Seattle Area ranking patriarch, at the age of 93, took the last required flight west in Bellingham January 3, 2003. He was born August 1, 1909 in Newport, WA. He graduated from Sumner HS in 1927. Norman took flying lessons in 1926-1929 before entering the U.S. Marine Corps in 1929. He flew for United Airlines from 1936 until his retirement in 1969. Norman was a longtime Mason, member of the Tacoma Valley Chapter of the Scottish Rite, and member of the Association of Naval Aviation. He was a member of the Sumner Presbyterian Church.

He was our oldest and most senior pilot and a loyal Seattle Gooney Bird Luncheon regular. He remained very active even after moving to Bellingham, would often make the 100+ mile trip to join us for lunch. He would often relate some very interesting experiences from his early days with United. He is survived by his wife of 31 years, Myrtle (Walters) Albers Johnson; three sons, one stepson, eight grandchildren and eight great grandchildren.

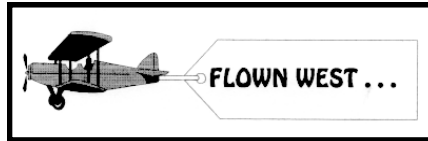
RICHARD R. NICHOLSON

I have to report the sad news that my good friend Dick Nicholson died January 20 at age 72. Tabby (a nickname from a prior life) was based in DEN and ORD in the course of his UAL career. His last assignment before retiring was as a 737-300 check airman; in which capacity he gave many of us our Mexico City checkouts. He encountered several serious illnesses in his retirement years all of which he overcame except the last, lung cancer.

Mary Anne and I visited him on 10 January and although he was clearly tired and not well he was his usual cheerful and talkative self. We will miss him greatly. Regards, *Jeremy McGreevy*

GLORIA ZURMUHLEN

I regret to inform you of the death of Mrs. Gloria "Glo" Zurmuhlen, 69, of Annapolis, MD for over 33 years and formerly of Alexandria, VA, who died in her sleep December 31, 2002 at her home. She was the wife of Frank Zurmuhlen. Cards may be sent to: Mr. Frank Zurmuhlen, 1160 Mainsail Dr, Annapolis, MD 21403 (410-268-5553)



Alfred G. Grodowski	4/3/2001
Bradly Burns*	9/23/2002
John J. Schuster	11/26/2002
Paul C. Cane	12/?/2002
William A. Jones*	12/2/2002
Raymond W. Gundlach	12/4/2002
W. C. "Tex" Guthrie	12/7/2002
Kendal W. Everson	12/14/2002
Norman B. Johnson	1/3/2003
Richard P. Cosgrave	1/4/2003
Richard R. Nicholson	1/20/2003
George G. Stoddard*	1/25/2003

* *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* - 702-896-8821
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736
3rd Tue. Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—*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: February 21th, 2003

Mailing: March 5th, 2003



PERIODICALS

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