



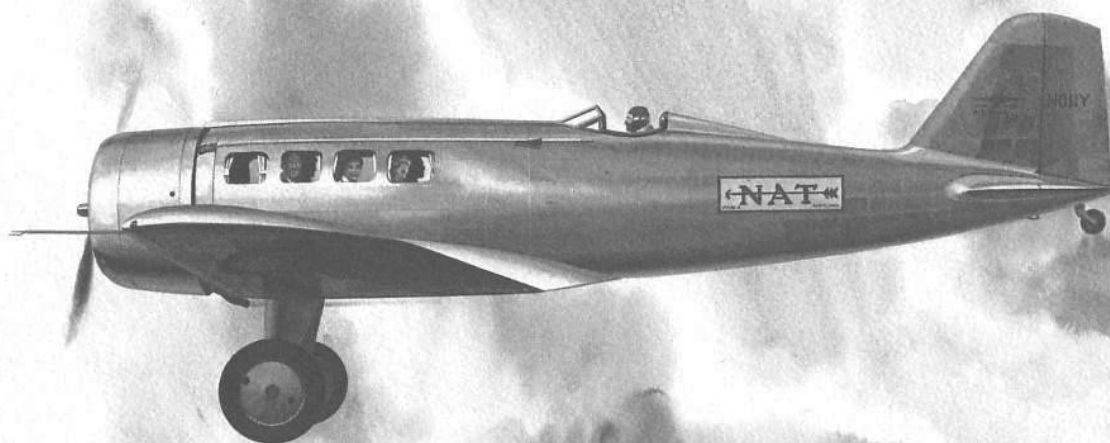
RUPANEWS

Journal of the Retired United Pilots Association

Volume 5 Number 3

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March, 2003



Nick Galloway
NORTHROP "ALPHA" 2
1931

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RUPANEWS

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PRESIDENT'S MESSAGE

My fellow RUPArians, this month I attempted to make the Grand Tour of Florida. The object of the trip was to attend all of the RUPA area luncheons in the state. Even though I was unable to make the Tampa Luncheon (please forgive me Tampa) because of a schedule conflict with Boys Night Out, the trip was a huge success. Four RUPA Luncheons and the Miami council 150 Retirement Party were attended in one twelve day period.

On Monday the 10th, TJ Sobota and the SW Florida group at the *Olive Garden* in Fort Myers welcomed me. About fifty members were in attendance. On Tuesday the 11th, I met with Bob Schaet in Stuart to have lunch with fourteen of the Treasure Coast Sunbirds. Thursday the 13th, lunch was held at the *Flaming Pit* in Pompano Beach with Jimmy Carter and thirty-five of the Gold Coast gang. Later that evening a retirement party for twelve of the newest retirees from Council 150 was held at *Pete's Grand Terrace* in Boca Raton. Very nicely done Miami! Then it was up the coast to Daytona Beach to visit with Lowell Johnston and the North East Florida Group. Forty-three of us met at the *Spruce Creek Country Club*. I wish to thank all of you for making me feel so welcome. The luncheon groups are a very big part of RUPA and are the very embodiment of the RUPA spirit.

It's been about one year since I took over as President of RUPA. In that time I have met a great number of you at your regularly scheduled luncheons and many more on the cruise. I will continue to try and attend the various luncheons throughout the year and greet our new retirees at the council retirement parties.

Now I come to the part of this message that I find very hard to write. In the December issue of the *RUPANEWS*, Joe Ferrie requested that you return a Convention and Cruise survey to him. Out of our entire membership, only two surveys were received indicating a willingness to attend a convention in Washington D.C. I don't know if it is the uncertainties surrounding United or the possibility of war with Iraq, but this organization cannot make the monetary commitment required based on a lack of a response. Several years ago we had to cancel a convention in Chicago for a lack of interest and it almost cost us \$30,000 to get out of the contract with the hotel. For that reason, it has been decided by the Board of Directors to hold the convention, as required by our Bylaws, in San Francisco. It will be an open format, one that does not require us to contract for a large block of rooms, or a hospitality suite, nor will we be required to guarantee a large banquet room. Reasonable room rates will be available and all are invited to attend. In the future we would appreciate your responding to our surveys so we can plan accordingly.

To finish on an upbeat note, the recent *Boys Night Out* was a smashing success. Nearly 120 retired pilots showed up to rehash past events. Captain Cliff Sheppard a Flight Manager from SFOFO was our guest speaker. He filled us in on the current situation at United. Our host Sam Cramb is to be commended for putting on such an outstanding event once again. Well-done Sam!!

That's about it for this month. Remember to keep those cards and letters coming in.

Fraternally, *Rich*

WIDOWS COORDINATOR

JACKIE PANCOAST ABEL, (714)846-2119, fax (714)846-7116, jacquelineabel@aol.com

Hello Ladies, It has come to my attention that many widows have become inactive in RUPA.

You may not be aware that to remain active, and that is your choice, you must send a check for postage on your husband's birthday. At the present time, the amount for postage is \$25.00.

Since becoming inactive, many will not receive the *RUPANEWS* and see this message. If any RUPA member knows any widows that have become inactive and choose to remain active, please tell them about this message. Thank you. Til the next time, *Jackie*

<p>United Airlines Retired Pilots Foundation, Inc.</p>

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

DANA POINT LUNCHEON

Great meeting was had with our two guests of DOUG WILSMAN and current Council 57 chairman COREY FERGUSON as speakers.

This Lunch was held inside. Present were: Carlos Bernhard, Bill Meyer, Bob Fuhrmann, Bruce Dunkle, Jerry Meyer, Pete Hansen, Bob Ballinger, Earl McKenzie, Park Ames, Bob Dusair, Jim Stowell, Walt Bohl, Bob Brockmeier, Tony Testa, Ted Simmons, Joe Udovch, John Grant, Rick Hoefer, Ed Krieger, Corey Ferguson, Larry Freeman, George Hardie, Jerry Grubaugh, Barney Barnhouse, Ed Ahart, Marty Vertson, Rudy Loftin, Darryl Naegeli, Al Hooper, Red Lapple, Jim Grosswiler, Ken Jones, Doug Wilsman, Ray Quigley. Guests wives were Karen Grosswiler, Ruth Meyer and Gwen Simmons. Welcome!

Doug gave us as much info as he knew from his contacts and a hand out sheet on the UAL PILOT'S A-PLAN. Included on the hand out were tables for Liability, PBGC'S PC-3 factors as of 1-01-03, PBGC's PC-4 MAX and PBGC Internal Finances (www.pbgc.gov).

This hand out and the questions that followed were both informative and at same time prompted many more questions!

Cory filled in where the active pilots were in their dealings with the company. More Questions!

Many Thanks to both Doug and Cory..

The outcome no one knows. Both these two gentlemen were optimistic and spoke very positively. They are going forward to solve the issues at hand and to pass on what info they can.

The Question of the "United Retired Pilots Benefit Protection Association" (URPBPA) and the request for initially \$135 was asked. To join or not this group is very much up to individual. Read their letter go to their website at www.ualpilotpensions.com. Make your own personal decision!

John Grant has taken on name Tag duty. He asks if you have one bring it and wear it. Great when a new face shows up. He will have more available at next meeting.

Next meeting is March 18th at 1200. We will be outside under the blue umbrellas. Regards, *Ted Simmons*

DENVER GOOD OL' BOYS

The weather was perfect for the Feb. 18, meeting of Denver Good ol' boys, and eventuated in a near record turnout. The current turmoil at our former employer might have contributed. At any event 38 turned out which was one more than the chef could accommodate so one of the number offered to make do on liquid nourishment. All due to the purest chance, humble coordinator found himself standing near the buffet when the dinner bell sounded and helped lead the charge, but then someone had to be first. BTW happy hour was such a rousing success that about half our number were still in quest of tincture beverages when the rest were eating. Fortunately word managed to get passed to that quarter.

After necessary victualizing, h.c. made a feeble attempt at relating an anecdote something about an Irishman who fell into a vat of Guinness and drowned. When the widow queried if he had died quickly, his buddy stated, "Well no he hadn't gone quickly, in fact he had to get out twice to pee".

A substantial part of the meeting included discussion of the current state of affairs at UAL and its likely ultimate result on our pensions and insurance coverage. h.c. read excerpts from the recent base meeting in LAX with Tilton and Hacker addressing the employees of LAX, as well as other employees who managed to attend. Various observations were offered from the floor, and Jim Krasno addressed the assembly as a director of the United Retired Pilots Benefit Protection Assn.

h.c. reported the final flight west of MacDonald Bleser who resided in Sun City West, AZ. Chuck Fellows reported that Pete Cecchinelli had undergone a bowel re-section, but was recovering nicely and expected to be discharged from the hospital shortly.

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.

It was noted that h.c. has an unblemished record of having at least one mistake in each set of minutes since he had the misfortune to volunteer for this job. Capt. Bill Jones called h.c. to report that rumors of his final flight west were greatly exaggerated. h.c. regrets the error.

Late in the meeting, Capt. Clevinger Kehmeier related a story of having as cargo, a prize milk cow and the attendant having become aware that this animal was in distress. When called upon to consult, it was his diagnosis that the animal needed milking. The assigned attendant having no experience with same, it fell upon Capt. Kehmeier to 'do the honors' with happy results all around. Ah for the good old days.

The meeting adjourned at a respectable hour. humble coordinator and scribe, *Ted Wilkinson*

Tmwilki@aol.com

LAS VEGAS HIGH ROLLERS LUNCHEON

February 18 found the High Rollers gathered at the home of Clyde House and Marie Loquet for a feast of Gumbo. If anyone left hungry it was not because of a lack of food. Salads, cake and drinks of various sorts were brought by faithful members who all seemed to enjoy a break from the famous barbecue that we normally have. March 18 will find us back at Memphis to enjoy the barbecue again.

We have several members out with the flu/cold/sinus bug that has been going around and they were sorely missed. Harry Arcamuzi is at Health South in Re-hab so if any of you Ruparians remember him, say a prayer and/or send him a card to his home address listed in the RUPA journal.

The fate of the airline was cussed and discussed and it looks like a ship at float with no rudder. The power (pilots & flight attendants) is okay but no one to steer it out of murky waters.

Enough the following were present; Andy Anderson, Bill Balboni, Bruce Fisher with guest Marlene Brown, Jerry Johnson, Gene & Mary Lamski, Guy Manning, Hugh & Kathy Mattern, Walter Meronyk, Ken Miller, Dave Munyon, Tim & Marilyn Parker, Jimmy Price & Carol Starbuck, Oak & Fern Porter, Bud Puckett & Donna Vitalie, And yours truly Clyde House and Marie Loquet. clydie@concentric.net [702] 896-8821

LAX SOUTH BAY LUNCHEON

Thirty-six members and guests braved the balmy El Segundo weather for our get together. We were honored with guest speaker Doug Wilsman who filled us on what might happen to our pensions. He drove all the way from Ramona to speak, which was definitely "above and beyond."

Don McDermott came in from the valley to attend. Don will share LAX Rep duties with me and will be the Valley Rep and I will remain as the South Bay guy.

We meet at 1100 in Van Nuys on odd months and El Segundo on even months. See back page of this publication for details. All of our meetings are coed.

Attending were: Ronald Matsuda, Ed Tebo, Chuck Raphael, Joe Bechtol, Dick McCoy, Arvid Von Nordenflycht, Ray Engel, Bob Mosher, Don Krueger, Jim Turner, Jim Day, Mel Heflinger, Dave Tank, Walt Albright, Shirley & Jack Hanson, Mile Kendel, Margaret & Charles Barnard, Gene Gawnda, Ken Williams, Denny Fendelander, John Joyce, Doug Bielanski, Edna & Lee Cameron, Fred Oldham, Loyd Kenworthy, Jack Harper, Norm Witt, Trudy Buck, Norm Marchment, Linda May and yours truly. Best wishes, *Rex May*
310-821-6207

OHIO NORTH COAST FLYERS' LUNCHEON

Happy Valentines Day All... The North Coast Flyers met once again at TJ's restaurant in Wooster and once again we had a great turnout, with 18 attendees including 4 ladies. Not bad for the middle of winter and our winter storms. Rick and Ronnie Ogden, Dick and JoAnne Orr, Ed and Barb Griffith, Rick and Lisa Dubinsky, Dan Seiple, John Hochmann, Harv Morris, Jack Heiszek, Jerry Cox, Ken Wheeler, Carl Fetko, Bob Olsen, Bill Dilzell, and Richard McMakin. The snow birds are missed but we do manage to get along, although the hit on the flower and postage fund is critical.

Rick Dubinsky was able to answer a number of questions about the newly formed RUPBPA and suggested that each of us who have the capability, go to the web site and read up on what may be the only representa-

tion that any of us have relative to our retirement benefits. Pension and medical that is.

<http://ualpilotpension.com> is the website.

Rick also announced that Mrs. Lise Bentsen had joined the Board of Directors of RUPBPA to add a further point of view to an already respectable list. Lise is the widow of our favorite "Cleveland Crazy", former LEC Chairman Council 005, author of some very important contract language, and much missed Capt. Art Bentsen.

The mood of the day was rather somber as discussion was about equally divided between the future of the pension plans and medical benefits, and just what management has done with the give back from ESOP and what they have done to OUR Company. In a word, frustration. Enough of the editorial already!

In addition, we had to report the passing of another old friend, Tom Boatman, who flew west on Jan. 31st. A stalwart Cleveland Crazy, wonderful story teller, an aviator, and a good friend.

Our next meeting will be on the 20th of March at TJ's Wooster at 1pm and as usual, is co-ed. If you are in the area join us. *Richard McMakin*

OHARE LUNCHEON -Bernie Sterner

On Feb. 5, 2003 we had our quarterly RUPA luncheon at the Itasca Country Club. We had 65 people in attendance. We had a great M.C. in Milt Jensen. We had two speakers to bring us up to date on bankruptcy, PBGC, qualified and non-qualified plans, distress termination and etc. The speakers, George Mathes and Cliff Sanderson, were really up to date on the situation. Needless to say, there were many questions. Those in attendance were: Lois Benedict, Louise Bernier, Don & Joan Anderson, Bob Blackwell, Bob Bos, Ken & Murial Bergsma, Jim Blue, Al Ciciora, Ernie & Lorraine Burmeister, George Cox, Bill & Bert Depner, Phil & Phyllis Capuzelo, Inge Sierks, Bud Diedrich, Norm Clemenson, Don & Jennifer Diedrick, Tom Fasiang, Jerry Drommerhausen, Paul Ferguson, George Foxe, Bruce Green, Jan Gawenda, Lou & Mary Gust, Al Herbst, Joe Hart, Fred Hodge, Bob Johnson, Milt & Ina Jensen, Vicki Keith, Dick Kuhn, Bob & Joan Leonard, Karol Marsh, Henry Maxwell, George & Jackie Mathes, Carol Moore, Steen Munter, Bob Olson, George Olson, John Organtini, Dottie Pike, Jim Richardson, Cliff Sanderson, Bud & Gerylyn Solberg, Carl Sandquist, Hank Sheldon, Ed & Lorene Stickels, Sid Tieman, Rachel Sterner

THE PHOENIX ROADRUNNERS

The Phoenix Area had more RAIN in 3 days than all of 2002. Our back yard is so green now we are thinking about buying some live stock. Despite the street flooding & cancellations we managed to have 33 in attendance. We met at the Scottsdale Airport at the Best Western Suites Resort.

Ralph Johnson gave us a History lesson about his Aviation Career. (Very interesting) Ralph's Photo will be added to the many WWII Pilot's on the Lounge wall. At 96 we are very happy to have he & Ruth in our Group.

Our Group member Mac Bleser flew west on Feb. 11th 2003. Memorial Services were held Camino del Sol in Sun City West on Feb. 17th. Our Thoughts & Prayers go out to Betty & Family.

Our next Luncheon will be at the McCormick Ranch Golf Club. 7505 McCormick Parkway, Scottsdale on March 14th at 11:00. Please phone 480-948-1612 for Reservations or Directions. Hope to see MANY SMILING FACES. Frenchy & Millie fbourgeois@earthlink.net

ATTENDING: Mike Allum, Fred Anderson, Lillian & Bill Bay, Bob Blue, Millie & Frenchy Bourgeois, Betty Bergbower, Mike Carlin, Ginny Coleman, Ginny & Jim Dopp, Jan & Don Eiken, Ruth & Ralph Johnson, Pat & Phil McDonald, Sue & Jim Mennella, Al McNutt, Gene Paquette, Shirley & John Prestegaard, Lois & Roy Scroggs, Bob Steeneck, Gladys & Joe Wallace, Ralph Wright, Irv Jones

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

SAN DIEGO LUNCHEON

Cleve there were over 30 retirees and wives at our last meeting at Quails Inn San Marcus. What was the attraction? MONEY. The word was passed that Doug Wilsman would be present to discuss our retirement benefits. His presentation showed his work and research on the subject. The pilots came from as far away as LA. We thank Doug for coming out. *Bob Bowman*

SEATTLE GOONEY BIRDS' LUNCHEON

The SEA Gooney Birds met at the Airport Marriott 2-20-2003. Attendance was a bit lower than usual, probably due to the Snow-bird effect. Clay Barton was introduced as an always welcome visitor, and George Compton was saluted as the new guy. Dave Carver had photocopied the over-leaf of a book signed by the pilots of a UAL flight back in '46 - Neil Johnson admitted that his handwriting had not improved. Important notice -(ALL change is difficult, but please try to cope.) The May Meeting of the Gooney Birds, which is a COUPLES event, will happen at the Airport Marriott, but on WEDNESDAY May 14 Not Thursday. Once again-in May, the Couples Meeting will happen WEDNESDAY MAY 14. 1100 registration and pay up, lunch at 1215 and close at 1400.

Important notice #2 - the Seattle Domicile ALPA Retirement Party will be March 8 at the Museum of Flight. Doors open at 1700. Cost is \$45.00 per person. All wanting to attend please contact Dave Sharpe at bdlsharpe@aol.com.

Important notice #3 - all Seattle residents and visitors please note the dates of MARCH 8 and MAY 14, then refer to important notices numbers 1 & 2. *Brent Revert*

TAMPA SUNDOWNERS

On Feb. 20th the Sundowners gathered with their wives for lunch at CUZZINs in Clearwater, FL. Those attending the luncheon were: Jim & Patti Cole, Jim & Hilda Feneley, Jim & Elvira Irwin, Bud & Jessie Huffman, Ballard & Mary Leins, Woody & Diane Lynn, Matt & Irene Middlebrooks, Jack & Toni Moran, Dick Murdock, Burt & Suzie Olson, John & Edna Papadakis, Ken & Mary Vanderhyde, Lars Warn, Ray & Twila White.

Luncheon in March will be stag and all in the Tampa area are welcome. March 20th 11:30am at Cuzzins.

Ken/Matt *Matt Middlebrooks* (727) 787-5550

About the Cover: Northrop "Alpha" 2

The racy, high-performance "Alpha" 2 was the first of a line of Northrop transports that pioneered modern all-metal construction.

So light and strong, the same 3-section wing construction was specified on the prototype Douglas DC-1 and was retained throughout the years of DC-2 and DC-3 construction.

The "stressed skin" covering of the fuselage was fastened to a framework of ring-line bulkheads and longitudinal stringers, thereby taking on nearly all of the fuselage stresses.

A well-padded sound-proofed and upholstered cabin provided space for six passengers in rear facing seats in heated or cooled comfort unusual for the time in such a small aircraft.

Technical Data:

Type:	Single-engine monoplane	Range:	600 miles @22 gph
Power Plant:	One 420 hp Wasp R1340C	Passengers:	1 pilot, 6 passengers
Wing Span:	41' 10"	Cruising Speed:	145 mph
Length:	285"	Ceiling:	19,300 feet
Height:	90" (tail up)	Price:	\$21,500 in 1931
Payload:	1060 lbs.		

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

A-Plan funding goes from 116% to 61% in three years

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

ALPA reports that on January 1st three years ago, the Pilot's A-Plan was 116% funded and that a year ago it was 83%. News reports have estimated UAL's funding level was 61% at the beginning of this year. So what happened in 36 months?

Short answer: the assets came down 37% and the obligations went up by 20%. The assets came down because: (1) UAL made no contributions; (2) benefits paid were about \$900 million, and (3) investment losses amounted to about \$600 million.

The obligations went up because about 10,000 active pilots got three more years added to their service credits while only about 240 retirees flew west, many of whom left behind a contingent annuitant spouse who continues to receive monthly benefits. Also, the benefit formula was improved in early 2000 producing an increased (un-funded) obligation for all active pilots as of that date.

So what happens now? The best-case scenario has UAL surviving forever and the A-Plan recovering nicely over time because of outstanding investment gains and substantial future UAL contributions. The worst case would be the liquidation and disappearance of UAL, requiring a federal takeover of the A-Plan. In between, the number of possible scenarios is almost limitless. The US Air scenario would have the plan being terminated by the bankruptcy judge, and being taken over by the feds.

There are two UAL proposals that have drawn public comments from ALPA---the December proposal calls for the survival of the A-Plan with no change to already accrued qualified obligations but a reduced A-Plan benefit formula going forward for active pilots, with UAL continuing to send the same qualified checks it is sending today.

Then there is the January UAL proposal, which has drawn intensive fire from the ALPA MEC Chairman and others. Going forward, it would replace both the current A-Plan and the DAP with a new 401K plan. The disposition of the current A-Plan's accrued obligations in this scenario is not being publicly discussed, but it is reasonable to assume that either UAL would honor the continuation of current qualified benefit payments, or the plan would be terminated and taken over by the feds.

The volume and the frequency of the rumors about UAL have reached a crescendo. We should all brace ourselves for a wild ride ahead until we finally get word on how the dust will settle. *Doug*

INFORMATION From: UAL MEC Retirement & Insurance Committee

QUESTION: Can you describe briefly the plan of reorganization that US Airways (AAA) has announced? What will their existing stockholders and unsecured creditors receive? Is everything approved?

ANSWER: All existing stock will be canceled, and there will be no value for existing shareholders. On 1-17-03, the bankruptcy court authorized US Airways to submit its proposed Plan of Reorganization to a vote by creditors. Unsecured creditors will get less than two cents on the dollar. A hearing is scheduled March 18, 2003.

From AAA's press release of January 17, 2003: "The Retirement Systems of Alabama (RSA) will invest \$240 million upon emergence, and will hold the lead investor position in the company with a 36.2% stake (on a fully diluted basis). The remaining stock will be divided among the unsecured creditors (10.5%); the ATSB (10.0%); General Electric (5.0%); members of ALPA (19.3%); other employees (10.8%); management (7.8%); and other ATSB loan participants (0.4%). A newly-reconstituted 15-member Board of Directors will be appointed, to include eight nominees selected by RSA, four representatives of US Airways union groups (the Air Line Pilots Association, the International Association of Machinists, the Association of Flight Attendants/Transport Workers Union, and the Communications Workers of America), CEO David Siegel, and two independent directors nominated by the company in consultation with the Committee of Unsecured Creditors."

UAL Stock Fund Closed

The UAL Stock Fund closed yesterday, January 31, 2003, as planned. At Aon's direction, all participant balances will be transferred to the Money Market Fund at the final UAL Stock Fund NAV. A final re-

minder is posted on the UAL PDAP website. In total, 1,546 participant accounts were transferred totaling \$5,562,227.

QUESTION: I just read the message on the UAL ALPA web page titled "COMPANY BANKRUPTCY BENEFIT EXHIBIT". Is this a proposal to the pilot group or something that UAL has imposed on all employees? If so, what is the effective date of these changes?

ANSWER: The changes are proposals only. The existing benefits package remains in place at the moment. ALPA views this document as the Company's opening negotiating position. We do not yet know how and when the negotiations will be resolved.

QUESTION: If ALPA and the Company agree to A-Plan changes, or if they are imposed by the Bankruptcy Court, say to a 1.3% multiplier, is it true that those retiring before the change would retain the 1.5% multiplier and those retiring after the change would get the new multiplier?

ANSWER: It is true that if you retire before a change is made, you would retain the 1.5 multiplier for all of your participation. If you retire after the pension formula is changed (should this occur), you would still retain the 1.5% multiplier for all of your participation up to the effective date of the change. After the effective date of the change, your pension will be calculated using both formulas. The old formula would only apply to your participation and Final Average Earnings (FAE) prior to the effective date of the change, and the new formula would apply to your entire participation and FAE. Your actual A-Plan benefit would be the higher of the two calculations. You can never receive less (absent a distress termination or involuntary PBGC termination) than the highest benefit you ever accrued. A reduced pension formula will (for some period of time) produce a lower benefit than the one you were due via the old formula on the day the Plan terms were changed. Until the new formula produces a higher benefit, you retain the right to take the higher benefit you had already accrued.

QUESTION: I will turn 50 on December 31, 2003. Am I eligible for catch-up contributions in 2003? If so, what do I have to do to elect them?

ANSWER: Catch-up provisions are available for participants who will be age 50 or older anytime in 2003. They allow 401(k) participants to defer an additional \$2,000 this year. To take advantage, simply elect 401(k) deferrals using the Voice Response Unit (1-888-PAL-LINE). You do not have to affirmatively elect "catch-up. Just elect a deferral rate that will permit you to reach the \$14,000 limit by yearend. The payroll system tracks each individual and terminates 401(k) deferrals at applicable limits: \$12,000 for participants under age 50 in 2003 \$14,000 for those 50 or older in 2003

Life Insurance Coverages will be adjusted March 1, Company Paid Life Each March 1, coverage amounts on your Company-Paid life insurance will change to the greater of the following:

- 1) Previous Year's "Pension Earnings" (see Related Question below)
- 2) Your monthly pay (x 12 months)
- 3) \$80,000

The amount determined above is rounded to the next higher \$1,000 and that is your insurance coverage until March 1 of the following year.

GVUL Insurance

For GVUL coverage, the amount is calculated based on your January 1 hourly pay x monthly guarantee x 12 rounded up the nearest \$1,000. This coverage amount is adjusted each March 1.

RELATED QUESTION: How can I determine my "pension earnings" for the previous year, for purposes of determining the amount of my Company-paid life insurance under Item (1) above?

ANSWER: For purposes of Item (2) above, ("your monthly pay (x 12 months), the Company looks at the pilot's minimum monthly rate on January 1 for both the Company- paid life insurance and the GVUL insurance. The minimum monthly rate is based on seat, fleet, and longevity. For purposes of Item (1) above, the Company looks at the prior calendar year "pension earnings" for the Company-paid life insurance only.

"Pension earnings" are basically cash compensation a pilot receives for services as a pilot and includes overtime, sick leave, training, and vacation pay. It excludes other forms of compensation such as travel and moving expenses, furlough pay, and awards. We tried to get a very definitive answer first from the payroll department but they referred us to the Pension Department. The Pension Department did not give a simple

answer but agreed that the definition on page 'P6' in the Pilot SPD was a good definition.

RELATED QUESTION: With regard to Company-paid life insurance, how does the Company handle a pilot who is bumped to lower paying equipment between Insurance recalculation periods?

ANSWER: Recalculation for Company-paid Basic Life Insurance is based on your fleet/seat pay effective each January 1 of each year, or your previous year's pension earnings if greater, or a minimum of \$80,000. The recalculated coverage amount takes effect on March 1 of each year. If you are bumped to lower paying equipment, you keep the higher level of coverage until the following March 1.

RELATED QUESTION: I currently am paying for term GVUL insurance at 5 times my salary. How does MetLife determine the base of salary to use in determining the coverage amount? I know we discussed that they use different data to determine the base of salary for GVUL from the above discussion regarding Company-Paid Life Insurance. Would you be able to outline or provide me with a simple example of how at any given time a pilot could determine his term GVUL coverage amount assuming he has received salary increases or decreases?

ANSWER: United provides MetLife with a file annually in January right after the salary changes effective January 1 are loaded. United provides the minimum monthly guarantee in effect as of January 1 to MetLife. Pilots may call MetLife (1-800-936-0931) to confirm the amount of their contributory GVUL coverage. If a pilot wishes to perform his own calculation to confirm that MetLife has the correct amount, he should use this formula: minimum monthly rate on January 1 X 12 X the multiple he has elected. The product is rounded up to the next highest \$1,000. Again, keep in mind that this insurance updates annually.

Fraternally, UAL MEC R & I Committee Barry Wilson, Chairman, Marty Torres, Mike Ballard

Visit the R&I WebPages on the UAL-MEC Website (www.alpa.org) for the current Library of Articles and back copies of the R&I Weekly News.

WHITEFORD LETTER to Glenn F. Tilton UAL CEO

This message is from the ALPA United Forum, February 24, 2003

Dear Glenn: On behalf of the 9,000 pilots at United Airlines, I write to register my deep concern with management's recent public comments concerning the state of restructuring negotiations with the Air Line Pilots Association.

In interviews, statements and employee meetings, management has announced that ALPA and the Company are in "general agreement" over the elements of a restructuring program, have developed a "shared vision" for a low cost carrier product and are now "working out the details." These statements are not correct and they are causing confusion among the pilots, the investment community and the public.

Let me be clear: ALPA and the Company do not share a common vision for a low cost carrier. We question the business wisdom of the concept; we are concerned about the execution risk inherent in your program, and we are fundamentally and unequivocally opposed to any separate airline entity within United that operates under a separate labor agreement, seniority list or corporate structure.

We are miles apart on this issue – and several others – with no progress in sight. The devil is not in the details; the devil is in the concept, the strategy, and the vision. Despite our best efforts to engage your senior managers in a substantive dialogue about the future, no one seems interested in talking to us about how we might bridge this divide.

We sincerely hope that your approach to pilot negotiations changes soon. I fear that the current approach seems destined to perpetuate the culture of distrust and confrontation that we have worked so hard to reverse over the past year. In the meantime, I must respectfully request that you direct your managers to stop talking for ALPA and to stop mischaracterizing our position in restructuring negotiations.

The pilots of United Airlines remain committed to making the economic sacrifices necessary to restructure and rebuild our airline. We remain focused on a durable contract settlement that positions United to retain its rightful place as the premier global airline and promotes the long-term career security for the men and women who have built this company. Together, we can achieve both goals.

Sincerely, Captain Paul Whiteford, UAL-MEC Chairman

LETTERS

FELIPE AUE-SANCHEZ—PO Box 1030,
Sequim, WA 98382 felipsan@alypen.com

Greetings One and All: Like most of you, I gape in wonder at the fleetness of time's passage. On April 1 of this year, eight years will have passed since obsolescence by fiat. And, although I lament what could have been, what I could have accomplished, the years have been replete with activities and adventures that most of the world's denizens can barely imagine. The preceding twelve months are exemplary of my affirmation.

In January of 2002 I returned from three weeks in Northern Italy where I was intimidated by the Uffizi, personally heartened by the statue of David, and tantalized by the proximity of Italian to Spanish. The last of April I flew to Spain and in the subsequent two months my backpack and I walked each of the 800 miles from Sevilla to Santiago de Compostela to Finis Terrae. Yes, I witnessed the magnificence of the Galician Coastline before the despoilment by the aptly named, crude oil. In September I walked--once again with pack-- from the Irish Sea to the North Sea, 190 miles just south of the Scottish border in England. This trek is known as Wainwright's Coast to Coast Hike and it was a daunting task but profoundly satisfying. I palliated the labor by a visit to Germany both before and after my crossing. Then, on the 25th of December, I once again flew to Germany and overstayed my welcome until the 10th of Jan. I find the study of German to be infinitely more difficult than Spanish but I must admit that the instruction is most gratifying as this was the first language of my Paternal Grandparents.

During my yearly physical exam in October, the urologist discovered that my Total PSA had risen to 4.5 from 2.6. The maximum permitted without further investigation is 0.75 per year for three years. At the same time my Free PSA had dropped from 43% to 30%. Although the Free had not reached the warning level of 25% yet, when compared with the rise of Total, the drop was thought to be significant. During the next month or two I waited for corroborative PSA tests, I read several works about prostates, haunted the internet, joined prostate cancer newsgroups, and discussed the subject endlessly with anyone who would listen. On the 21st of Janu-

ary I flew to Commerce, Michigan where Dr. Fred Lee examined and biopsied my prostate with an "enhanced color Doppler ultrasound" of which none exist here in the Seattle area. He sent the slides to Dr. J. Epstein, a colleague of Dr. Patrick Walsh at Johns Hopkins Hospital. Both Lee and Epstein diagnosed, not cancer, but PIN or prostatic intraepithelial neoplasia. This condition is thought to be a precursor of CAP and therefore merits extreme vigilance. For those of you hoping to avoid such situations, I was advised to continue a low fat diet, consume anti-oxidants, exercise regularly, and check both PSA's every four months. So as to shrink my prostate from 91 grams (NBA size!!) to a more normal 30 grams I take Proscar (finasteride) each day. This is the same ingredient found in the hair-growing Propecia so I have a second front on which to hang my hopes.....

Even though I am not a cancer survivor or patient yet, the absence of a support group for men here on the Olympic Peninsula appears troubling. Therefore, hoping to share what I have learned in the past few months, I am working with my urologist in forming a combined chapter of US TOO and Man to Man here in my area. Too many men are still reticent in regard to open discussions of what they deem a "private" or "personal" nature and yet as many men die each year from prostate cancer as women do from breast cancer. Knowledge and early detection can tip the odds, not in "your," but in "our" favor for by the eightieth year about 80% of us will have evidence in our prostates of the big "C." Therefore, even though I have a walking trip across Spain planned for May together with several visits to Germany in the coming few months, my time and energies will be devoted to this most recent and certainly most challenging project. If you have suggestions or ideas you would like to share with me, please make them known. Or if you would like to discuss your particular situation, I am always at your disposition and believe me when I say that by now I have heard or read it all and am comfortable discussing any subject, any time. My address and phone number are in the RUPA Directory or those technicians among you can employ e-mail. Please remember that if you do not know your PSA's and what they represent, you are inviting the forces of nature to subject you to a grimly prolonged last few years. *Felipe Aue-Sanchez* felipsan@alypen.com

LEROY BAIR—4265 S. Brown Circle, Gurnee, IL 60031 – ELBair@aol.com

Another year has past – 4 years into retirement and loving every minute. Just run out of time for everything I want to do. Love having all four grandkids in the local area, but grandpa usually has an on-going project or driving someone to a practice, game, etc.

Did some traveling – Maui in March; Mayo in April (another good report); Eva went to Philmont Scout Ranch in June; Wisconsin Dells with the family in August; China in September (went on a Seven Seas Tour – recommend it); Lake Placid, NY in October (grandson's hockey team – took second place); and Toronto in December (again hockey – only US team to make it to the finals in all 9 divisions, second place). Next month we again go to Maui and then take the family to Atlantis, Paradise Island for spring break.

Enjoy the *RUPANEWS*. A lot of great information. Eva and I try to attend every luncheon in McHenry. Thanks also to Cliff Sanderson who keeps us informed on the trials and tribulations of United. It sure isn't the grand company I hired on with in 1967. Some things don't get better with time. Let's hope that we all work through this as we did in 85. The check is in the mail. *LeRoy*

TOM BETTIS—4700 E. Main #1948, Mesa, AZ 85205 MDW/ORD'45-'75 marbettis@juno.com
A tribute to the good guys who have dwindled down to fewer and fewer and fewer and they knew about stuff. They knew about wheel chocks and control locks and upslopes and beacons and how low you could let down over Council Bluffs and doghouses and the differences between "A & N" and stuff like that. They knew where to eat. They congregated on layovers and talked about stuff. They knew about airplanes. They knew dispatchers and weathermen and crewmen and mechanics and crew car drivers and each other by name. They had the right stuff. They operated UAL for four decades during the greatest expansion of air travel in history. They knew a lot of stuff and they knew zilch about computers. They didn't exist. Some of them were snuffed too soon and too young. I feel very grateful to have been there. *Tom*

JAMES F. BUEHNER—1800 Bahama Ave. N, Marco Island, FL 34145 buehner@earthlink.net

Hi Jock et al: A busy year (I know I'm preaching to the choir). I sold my Idaho property and moved to Florida. Quite a change but just fine so far.

This being my seventieth year, I had all that fun stuff done to see how the interior of my lower half is doing. Minor surgery and all is well.

The early eighties left quite a legacy for the company to over come, not to mention our pensions. I am thankful there are guys out there willing to take up the gauntlet in our behalf. I support them.

Keep up the good work, the magazine keeps me up to date and your efforts are appreciated. Many thanks, *Jem*

W. JACK CALLAHAN, 80 S George Washington Blvd, Yuba City, CA, jcallaha@succeed.net

I've noticed quite an increase in the number of letters in *RUPANEWS* concerning guys being either warned about the possibility that they may have Prostate cancer, or that they do have it. Scary stuff when one gets the news, that's for sure! There are two ways to look at this increase in letters. One, it's a fact of life that a large % of men over the age of 50 are candidates to test positive, and that's a bum-mer. The other way to look at this increase, is to look at it positively in that more men are aware of the PSA test, or the importance of getting the Prostate checked at the very least during annual physicals. Early detection makes the treatment of the problem and the successful recovery of the individual much better. One has a wealth of information available through the American Cancer Society, on the internet, at local libraries, etc. The difficult part is trying to make up one's mind on what path to follow. And don't think that the Doctor will hold your hand. Surgeons want to cut, oncologists want to radiate, and if witch doctors had a vote, howling at the moon would be a choice. Each individual has to decide after much study, question asking and above all else, get at the very least, a second opinion!!

I was diagnosed in '92 (retired age 60 in '93) and there has been such improvement in the treatment in the last ten years, it boggles the mind (not too difficult a feat in my case). I would suggest that if there is a Man to Man Cancer Support Group (wives are more than welcome at the meetings, since they also are directly involved) in the area, check into it. Last week I was told that there is approximately a 6 month wait to get treated at Loma

Linda. I'm sure that they will inform you whether that is in fact true. I personally wish I had known about the Proton treatment when I did external radiation. And now the external radiation is tremendously improved.

That's it for now. Use this if you wish. Trust you're feeling better. Keep the Faith, schedule with safety. *Jack*

JAMES CARTER—900 Tropic Blvd, Delray Beach, FL 33483

Greeting from Delray Beach, Florida, voted the All American City. The only city in Florida to have won this title twice. We are all proud! And I'm still very proud to be a retired United pilot. The news is bad, but our memories are forever. *Jimmy*

DICK DAVIS

Mr. Savage, It would seem to me in these perilous times with the US about to go to war and United about to go down the drain that the moratorium you have imposed on controversial or political subjects, unless of course it is your view, should be lifted. For thirty-five years, I had these discussions with the people I worked with and while we did not always agree, I certainly valued their opinion. I would like the opportunity to read in the *RUPANEWS* what others are thinking. Right now, it seems a little shallow to read about whose great grandson hit a home run playing T ball or who floated down the Yangtze River nude in an inner tube.

In the Feb. Issue of *RUPANEWS* Bob Engle wrote an excellent piece. Bob flew with me many times, and is real sharp guy. I always valued his opinion when we worked together and he is right on now. Your editorial comment is stupid. Maybe you should ask the Eastern, Pan American and Braniff guys if they would rather "die on one's feet than live on ones knees."

I don't know Jay Cochran and he certainly entitled to have his heroes. I'll agree with Bill Brashear, but I think Dubinsky has always been part of the problem. His unrelenting stance on issues and slowdowns cost United millions. Now Rick wants me to send in money to save his pension. SORRY, RICK.

I spent 35 years flying for Capital and United and I loved every minute of it. I was furloughed, walked the picket line and was a good union soldier. My

generation of pilots just loved to fly airplanes, and by the way, we just happened to get paid for it. (I've got a J-3, a Stearman and a PT-26 on my own airstrip and still love it.) I think the new breed is different and it's all about money.

I do not happen to believe an 'airline in an airline' is the way to go. The mainline has to be trimmed, furloughs have always been a part of the airline industry and wages have to be cut. If I was still working and had the choice of being out on the street or flying, they could give me Southwest's pay, tell me what gate my trips at and the departure time. *Dick Davis*

I hope you feel better for your rant, Dick! That is exactly why the BOD (not I) decided that RUPANEWS should be apolitical. If you want to flame people, then I would suggest that you join a chat room, where such is the normal conduct and fraternity is not valued.

I'm sure Capt. Engle appreciates your springing to his defense, but I'm also sure that he must have anticipated the fact that making a challenging statement would almost surely elicit some sort of contrary reply.

I'll admit to being an unabashed unionist, and one who does not buy the current corporate line that the employees are the source of all the problems besetting the airline industry, as management of all stripes claim. I could go on, but since you ignored the last part of my comments following Capt. Engle's letter, nothing would be gained from reasserting them here.

I'm glad for you that your career course has been such that though you'd have flown for the love of it, somehow or other you serendipitously manage in retirement to own three airplanes and an airstrip – the majority had to get by on the wages that unionism and a degree of pay to productivity gained them. Incidentally, management's latest offer is less than Southwest pay: Actually, when corrected for inflation, less than 1930's DC – 3 pay for more productive flying. Ed.

BILL DEPNER—5833 S Thurlow, Hinsdale, IL 60521 MDW, LGA, SFO, ORD.

The first of my three landings, where I shared the same runway with a squall line roaring down the other end, came while I was a lowly reserve DC-3 pilot. I was on a trip from Chicago to Denver with three stops in between. My second stop was Iowa

City, and since there was no tower, our man on our remote gave me the weather as SW wind 5-10 mph with unlimited visibility to the West and South. (the significance of the visibility areas did not hit me - until final approach) As I turned to land SW, I noticed that the smoke from a small field fire, which had been drifting toward the airport, suddenly swirled and laid down flat to the ground - away from the airport - just as the remote came on with the wind now as NW-15-20mph.

Now just the week before, "Lucky" Baldwin had crashed on takeoff at LaGuardia trying to beat an approaching thunderstorm. A notice came out warning us to be especially alert to wind conditions. So I pulled up, and circled to my left for a NW landing. Again the remote announced the wind as straight North 25-35 mph. Again I pulled up, circled still in bright sunshine, to land north.

Now on short final, I hadn't the tunnel vision of concentrating on my previous maneuvers, because looking straight ahead I saw the north edge of the airport disappearing in a deep purple cloud. I touched down and immediately ran into a wall of water that cut visibility to zero.

I stood on the brakes, but because of the pounding of the rain and the buffeting of the wind, I couldn't tell if I was stopped or aquaplaning. I slid the window open, and with the landing light on, by looking straight down I saw enough ground to know I was stopped. After several minutes, a jeep found me and guided us to the gate. The rain stopped shortly and the rest of the trip was routine.

Later I found out that the only passenger we were to pick up was a lady on her very first airplane trip to the West coast. She cancelled her ticket and went home. *Bill*

GLEN A. DEVORE—5938 Pearl Ln, Ferndale, WA 98248

Hi Guys, Madeline suffered a stroke in December while we were in Connecticut, so we will probably stay there through March while she works on rehabilitation. She had to relearn how to walk and is very tired even doing small things like tying her shoes. She is expected to make a good recovery, but it is a lot of work.

Does anyone know when and what price El Lobo dumped his US Air stock? I presume it was around the time UAL announced the absurd offer of \$60! Enclosed is a check for mailing and thanks for the effort of the staff. *Glen*

L. BARRY DIXON—7220 Lake Farm Ave, Las Vegas, NV.89131 lb_dix@prodigy.net

Dear Jock, Cleve et al: Luckily, RUPA News arrived and reminded me I had not written my annual brief as yet. Still Feb. though, so am not too far behind.

A busy year gone by again. Ruth's mother, at 92, fell and broke a hip last Feb. The rest of the year was spent on trips back to look after her needs and moves. Finally, she passed on after Christmas. Not a pleasant year for her.

The usual motorhome trip starting in June, and ending at the end of Aug. We managed some Canadian driving. Saw Jasper and Banff as well as a number of spots of lesser interest. A number of mechanical problems with the motorhome kept the stress level high at times, but an enjoyable trip regardless.

Tried Squaw Valley for skiing last month, and basically got rained out. Heading for Lake Havasu City this weekend, and guess what? Rain forecast for our arrival there. All this after a year of drought in the west.

Still shooting Sporting Clays on an irregular basis. Not getting much better, but enjoy the shooting.

16 months since the last Menieres attack, maybe the diuretics and low salt diet will keep me on my feet for awhile yet.

Thanks to the folders and stuffers and all the hard working crew who get the "News" out for our perusal.

Cheque's in the mail!!!! *Barry & Ruth*

DAVID & JOANNE ELLIS—2901 El Prado Way, Sacramento, CA 95825 smfjo@earthlink.net

Dear Cleve, Each person likes to claim some distinction. I believe I am the first person to swim Waikai Beach in the State of Hawaii. It was early morning on the day Hawaii was made the 50th State. I heard on the radio that it had just been made a State, and I ran to the beach in the dark and jumped into the Pacific with no other person in sight.

In these days of strict inspections before boarding, it is interesting to look back on the good old days. The Boeing Stratocruiser had a lot of space on the lower deck, just aft of the cockpit. One crew member accommodated a friend and delivered a truck fender not available on the islands. My Hawaiian friend had just entertained a group from New Eng-

land who wanted to send some fresh lobster to him. He asked me to carry it SFO-HNL. A few weeks later I was awakened at 5 AM on a scheduled day by American Express. There on my porch was a wooden barrel, leaking from the ice around a container labeled "Twenty Live Lobster". There was a small hardware store nearby, whose owner lived next to me. Yes, he could open long enough for me to purchase a metal garbage can. At that time, SFO-HNL departed from the International Terminal we shared with PAA. When I left my baggage at the pick up spot in front of dispatch, one handler said to me, "Dave, you have taken everything else to Hawaii, now it's garbage." Hey, have fun everybody. My birthday check is enclosed. Sincerely, *Dave*

FRED P. EULER—1107 Golf Club Dr, Laughlin, NV 89029 Euler36@aol.com
Dear Jock, Annual check is on the way. Nan and I are enjoying our new home in Laughlin, NV and spending half the year in Santa Barbara, CA. Still traveling and trying to play golf. Thanks very much to all the hard workers who put out the excellent news letter and carry out the RUPA mission. The updates on the UAL reorganization and the pension news is very welcome. Fraternaly, *Fred*

BERNADETTE FOY—PO Box 6687, Glendale, AZ 85312
Cleve, Sorry for the tardiness of this payment – time flies by so quickly – too many things to do, so little time. I continue to appreciate the *RUPANEWS* and the connection to United. Seems like just yesterday Charlie was out at Cherry Creek upgrading to a different seat – good memories to treasure. Thank you for all you do to keep the retired folks communicating and informed. *Bernie*

JOE GAREFFA—820 Oriole Way, #36, Incline Village, NV 89450 Josephgareffa@aol.com
Dear Jock, still trying to catch up and review 20 plus years of accumulated volunteer work, so the first year of "retirement" has been busy. I appreciate all the effort you guys put into keeping everyone in the loop. Marilyn and I see a lot of guys up here in Tahoe, in connection with the Pilots Wives Group, but no

RUPA organization except the "Lunch Bunch" that Lyle U'Ren organized in Reno. Hard to express the disappointment in the result of what could have been the deal of the century, as it related to employee involvement and wealth sharing. Nevertheless, I'm not sorry for the attempt. I only hope the next shoe to fall doesn't impact my brothers too negatively. Keep up the good work! *Joe*

LOUIS J. IANDOLI—814 Kings Ct, Middletown, NJ 07748 longfin@aol.com
Hi Cleve, It's been some time since I've written to you and RUPA but I'm ready to start up again. You bet I want to be reinstated and a letter along with a check for \$25.00 will be on its way. Hope you had a merry Christmas and a happy New Year. We had both back here in NJ. The weather has been mighty cold so I have not been able to do much to get my boat ready for spring launch. Plenty of time left though. *Louis*

GLENN JEWETT—255 Avenida Granada, Apt 614, Palm Springs, CA 92264 glennjewett@hotmail.com
Routine year, nice trip to Normandy, Milano, and Tuscany; car rally to Crater Lake and then back to Palm Springs for the winter. Louise and I went to Santa Fe and Porto Penasco for the holiday, enjoying the wx all the time. I just finished the Bob Hope classic golf tournament as a security docent. Just a little late with my postage. Thanks to the newsletter staff. Regards, *Glenn* Mostly left coast & ORD 68-96

KAL & MARY KALPIN—145 Belwood Gateway, Los Gatos CA 95032 kalkalpin@aol.com
Italy last summer-the wine was good. The cruise was fun. Saw many old friends. The fishing in our area is so good that the Dept. of fish and game decided there were too many fish,; so they clubbed them and threw them away. I guess that salmon aren't really endangered after all. My grapes are doing well, and our wine is getting pretty good too. *Kal & Mary*

JOE KENNEY—6980 E. Girard Ave, Denver, CO 80224 '45/'82, SFO, DEN, SFO, ORD
Thanks for keeping us all informed and up to date.

Marcee and I have had a good year. We have now completed 21 years since that last flight.

We have lots to be thankful for, and lots of good memories.

HELLO to all the good guys and gals. *Marcee & Joe*

PETE KOBYLUK—1747 Walnut Dr, Mountain View, CA 94040

Hi Cleve, Enclosed is postage for year 2003. Hope United management and the employees get on the same track real soon. Our competitors are at the chopping block hoping that United's survival is sacrificed so that they might survive. Hope for better days ahead. *Pete*

DENNIS J. LEAHY—4055-68 N. Recker Rd, Mesa, AZ 85215

Hi Cleve, Sorry to be so slow with payment. Just been pretty busy. Sold the house up North and put the boat with a broker. Condensing down to one house and the motor home. Figured if United cost us our pension, I should cut back ahead of time. Our new address is listed above.

Will likely spend summers up North visiting with kids and friends, via the motor home. We also lost our oldest grandson in December, so it has been rather hectic.

Keep up the good work. *Dennis*

AUGIE MILLER—17 Oxford Rd, Scotch Plains, NJ 07076 '48-'82 sky.lane@verizon.net

Hi Cleve, I haven't much to write, the radio active seeding of my prostate gland seems to have been successful, my PSA is down & the side effects have been minimal. Some of the after procedure precau-

tions were pretty severe, such as, do not sleep with a pregnant woman for at least 4 weeks etc. *I'm happy to say that after five months my results are the same. Cleve*

I'm working with a new computer with windows XP & switched to Verizon DSL at the same time, so I've been having a helluva time doing what I want to do.

Best Regards, *Augie*

ALAN V. MITCHELL—210 Kinderkamack Rd, River Edge, NJ 07661

Hi Cleve, Here's the dues but not much news.

My mystery ailment of last year, known as temporal arteritis, did a number on my right eye so I guess it's time to hang up my helmet and goggles. All considered, call me lucky! Best to all. Sincerely, *Al*

STEVE & LIL MODDLE—825 Pelican Bay Dr, Daytona Beach, FL 32119

2002 was a busy year for the Moddles. It started by me being elected to be secretary for the United Airlines Retired Foundation, an honor I am sure. Capt. Don Toeppen needed a well deserved rest. Unfortunately, we are just like UAL, more money going out each month than coming in. If you know of any one on the active seniority list, please encourage them to help us with the dues check off plan. I know it is difficult with pay cuts, but the money does go to help "United Family."

We spent many days in Charlotte, NC with grandkids, and at our son's in Memphis this year. Spent the month of November there putting new siding on his house. While there, we went to Bowling Green, Kentucky to go thru the Corvette plant, very interesting. Also spent a day in Nashville, TN at the Grand Ole Opry.

So far, our health has been good and we pray that it continues that way. Sure is discouraging to read all of the bad news about our beloved company, we do hope it all works out.

Best to all for a great 2003. *Steve & Lil*

TIM & BETTE O'DONNELL, Siesta Key, FL 34242 tgo2030@aol.com

Hi Cleve! Bette and I are enjoying pretty good health and happy times as we continue down this grand old "retirement trail."

We're still holding our place on the "Infrequent Fly-



ers" list, but we did enjoy several week-long golfing trips by auto from our summer place in VA to the Penn National Golf Resort near Gettysburg, PA, and a couple trips to Ligonier, PA.

While at Ligonier we visited the Memorial Site of UAL Flt 93 and were close enough to hear the bell toll 40 times on the morning of 9/11/02. Seeing the Flight Attendants there in uniform, in the prairie grass of the open fields, paying tribute to their "fallen" crewmembers and all the deceased of 9-11 was a very profound experience. I was literally quite shaken by it, to the point where I had to sit down.

I'm not in full agreement with the actions now unfolding in the Middle East, but I most certainly am firmly convinced that this scourge of terrorism must be attacked and fought to a decisive and undeniable end.

Last month I went to my Doctor for a check-up celebrating twelve years since my heart attack. With the help of daily medications he's lowered my cholesterol and blood pressure levels well enough so that my coronary artery disease is holding steady at acceptable levels.

The average Coronary Artery By-pass only lasts ten years before new symptoms usually emerge, but I'm symptom-free so far, two years to the good, and once again I'm very happy to say "life is good." Along with the postage check that's in the mail, I send my sincerest thanks to all of you good folks who keep the organization going and the Newsletter coming.

Best regards to all of you until next year. *Tim O'Donnell*

AL PENNINGTON—6323 Laurel Valley Ave, Banning, CA 92220 alpenn@jps.net

Dear Jock: I sent my dues several days ago so time for my yearly report. Regarding, Chelation Therapy it definitely is not quackery. It certainly has worked for me. Three years ago, I had a triple by-pass; ten months later I was having chest pains, so my cardiologist did an angiogram & found all three by-passes had completely closed, so he did an angioplasty on another vein and inserted six stents. During my six week check up and stress test indicated that something was wrong. Another angiogram revealed the stents were clogged so the cardiologist did another angioplasty, cleaning the stents. During the next six-week stress test (which I failed) my

doctor told me he should take me back into the hospital for possible angioplasty or another by-pass. Meanwhile, a friend of my wife told her that he was taking Chelation therapy which was helping him and suggested I try it. Calls from Clay Golden in Grants Pass & Dick Frye in La Quinta CA convinced me to give it a try. My doctor said he couldn't recommend it, but did say he could understand why I would want to do it. He also said that if he was in my shoes he just might go too. After 30 sessions I was like a new person. I still go periodically for "Preventive" sessions. My cardiologist wouldn't give me a stress test (didn't want to admit Chelation works, I suppose) so I did a sneaky thing & went to another cardiologist for a second opinion. He did an electro-cardiogram & stress test and another electro-cardiogram after the stress test and he said I didn't need any more treatment. Now when I go to my cardiologist he slaps me on the back & says your doing good buddy-keep doing what you're doing!

During the past year my wife, Jenny & I have been on several RV trips with the Sun Lakes RV Club, the most interesting one being to Moab Utah and the surrounding National Parks. We also rafted down the Colorado River. In November we flew United to San Jose, Costa Rica, rented a car and drove around most of the country. A very beautiful, unspoiled country, but very hot & humid, being so close to the equator. There are more monkeys there than people! *Al*

JAY PLANK—2280 Skyfarm Dr, Hillsborough, CA 94010 Jplank@aol.com

Hi, Jock & Cleve: Birth Month again. Hard to believe that Clare & I have been married 15 years on the second go-around for us. Seems like yesterday. The years do pass fast when your enjoying life. We hope and pray that the "Friendly Sky's" survives this crisis.

Not much traveling this year. We did get back to Wacky for the first time in more than 20 years. WOW! What a change. Stayed at the NEW Mona Sheraton Surf-Rider. Thank goodness the Banyan tree is still there.

Look forward to BNO as Sid Nelson said that he would like to attend; I plan to pick him up. I flew Co-pilot with Sid on the ATC run in the South Pacific in 1943, almost 60 years ago. At that time our terminus was Townsville, Australia.

Keep up the good work, Jock. Good to see you about. Regards, *Jay & Clare*

DON PRESTIN—3590 Lakeshore Blvd Lakeport, Ca. 95453 64-01, PIT, LAX, SFO
dprestin3@mchsi.com

Dear Jock and Cleve et al. Thanks for all your efforts in keeping the rest of us to date on the local and national news of our fellow retiree's. Jan and I are still finishing our first retirement home--plan on selling it and downsizing.

Am still trying to learn how to sail--different but fun on the nice warm waters of CLEAR LAKE. It still amazes me how time can go by so fast...how did we do everything when we were working. Two years ago who would have guessed what we would be talking about today?

Thanks again for all the work you guys do. *Don*

DAVID L. RUPPERT—6005 Eyster Ave, Spring Grove, PA 17362

Dear Cleve, Spotting a bargain is a skill I perfected in my former job as an airline pilot - quite possibly the only skill I perfected. So believe me when I say that *RUPANEWS* is one of my best bargains in this potentially challenging retirement. My sincere thanks to you and to all who make it possible. My postage check is enclosed.

Not much to report this year. My family and I are blessed with good health. I am still doing some part-time corporate flying, although this activity has understandably diminished in our current recession.

There was one other skill I was developing, but fell short of perfecting — layovers. Maybe I could convince Barb that retirement is just one big layover. On second thought, scrap that idea!

Regards, *Dave*

F. B. STEVE STEPHENSON—18505 Wellesley Ct, Sonoma, Ca 95476

Cleve, Enclosed my postage due and a little more to correct for my tardiness. Reason is that I sold the ranch and moved to the city. Got tired of cleaning up after a bunch of slow racehorses. Now I have time [too much, actually] for other obligations. Health is fine and all that good stuff.

My birth date is in July, but I stopped paying attention to it after my 75th anyhow.

Along with everyone else, I grieve the passing of a great airline, which gave me a fine living and great co-workers for 33 years. I hope and pray we survive.

Please reinstate me on the mailing list. *Steve*

HARRY STONELAKE—19281 Edwin Markham Dr, Castro Valley, CA 94552 EWR '69, furloughed '70, SFO '77, retired '00

Hello, and thank you Cleve, Jock and all you good guys who put out this newsletter; it's great! I do want to thank you in particular Jock. Despite all your health problems, and need to have time to see your Doctors, you are still one of the bedrock volunteer members of RUPA, just as you were at Council 34 when you were active. [*I'm glad to have sufficient health to still be of assistance, but thanks for the kudos, Harry. Jock*]

Of course, in keeping with tradition, I'm late with my yearly contribution; but only one month late; check's in the mail.

Things have been hectic for us. We lost three parents and a brother, and are now spending a lot of time helping the remaining parent. Seeing loved ones passing away, in pain, is difficult; as many of you already know. Makes you want to work a little harder on your own health habits.

I have talked to many retirees lately, both on the phone and via email; most are very anxious about pensions and health coverage. I am not sure if everyone knows of the "retup" email site run by Charles Tolleson. The retup group is designed for retirees to advocate and inquire about issues that are of interest to us. The members are retired UAL pilots, crew members, dispatchers, and their spouses. Members can select "no email" and still go to the group's web page and read all the messages. They try to keep all messages PG rated. To join, just drop Charles an email at tolleson@netwiz.net and he will put you on the list at retup@yahogroups.com. [*There seems to have arisen some notion that RUPA and RETUP are in competition - nothing could be further from the case; RETUP undertakes a task that our webmeister, Bruce McLeod, is just not able, for many reasons, to fulfill. He will be providing a link from rupa.org to their site. Incidentally, for those of you who have not looked in our website lately (www.rupa.org), Bruce is doing a great job in providing current information and links to just about any site dealing with the UAL bankruptcy that one could wish for. Ed*]

Danielle and I are still in Castro Valley. The dream was to take a year or two and just travel full time, but too many problems at the moment to do that. We really want to spend a lot more time in Austra-

lia and New Zealand, and enjoy reading about the trips our fellow Rupa members have taken. If you have a really neat spot you visited down under, please drop us a note, or included it in your yearly update. My very best to all, Harry stone-lake@attbi.com

BOB "SLIM" TINSLEY—651 Oakwood Pl, Titusville, FL 32780, slim@bv.net ORD, SFO, DCA. Whoever would have thought Mrs. Tinsley's little boy Bobby could reach the age of 71? All those years studying for the gallows let me bypass adulthood on the way to old age.

Jackie and I spent 3 weeks in Europe last October, a trip built around a reunion of French and American F8 Crusader pilots. Evidently, we had bonded well--250 of us crossed the pond for the occasion. We started in Paris, followed by a TGV bullet train to Hyeres. Our hotel was superb. We enjoyed excellent breakfasts on the porch overlooking the Mediterranean

The French put on an airshow in our honor at the local airport. I noticed a bulletin to employees in the hangar, that referred to us as "ancien pilotes." Hey, I can deal with "old," but I thought "ancient" was reserved the pyramids, etc.

One highlight was a visit to the island of Porquerolles (Pork rolls?) Struck with the beauty of the place, my wife said, "Let's call the kids to sell our house and stuff, and send us the money. I wanna stay here!" Hmmmm. Maybe if UAL survives . . .

After the reunion, we spent several days in Nice with my old skipper and his wife. Then we took another train to Caen, and visited the Normandy battlefields. After a few days in Cherbourg, we took a ferry to Portsmouth to visit some dear English friends.

Jackie broke her foot in the UK, so it was wheelchair city through LHR, JFK, IAD, and MCO. I had not realized how easy it is to get a wheelchair, even as an SA. Free! And you go to the head of the security lines. (No scams now!) But it AIN'T easy to get a flight from LHR!

I still write my column for the local fishwrap, fly the Bird Dog, and play golf that could only be described as atrocious. There's a new aviation history quarterly called LOGBOOK. You would probably enjoy it, as it covers the whole spectrum: airline, military, and general aviation. Check the website,

www.logbook.com. You don't have to be a professional writer to contribute--the editor, a working pilot himself, welcomes good stories. (He prints mine.)

Jackie got a lot of hospital time last year, and had barely recovered in time for our trip. My health has been much better than I deserve. Some of the letters in this pub have been pretty scary, and I realize my time will come. I trust the Lord not to give me more than I can bear.

Thanks for all the good work on *RUPANEWS*.

Check sent today via snail mail.

Miss my flying buddies, particularly the ones that taught me how to layover. Regards, *Bob*

RAY WOLFF—50 Mounds Rd. #415, San Mateo, CA 94402

No trips this year, all of our time seems to have been taken with trips to the hospital or to the doctors. My wife has been on chemo for most of 2002 fighting lymphoma and this year is starting out with a bang. However we are trying a new treatment of chemo with a drug called Rituxan. So far she is tolerating it well and we have high hopes for continued success. *Ray*

TOM WORKINGER—7261 E Rosslare Dr, Tucson, AZ 85715 tgw2929@aol.com ORD '88

Well, 15 years retired as of Feb. 5th, 2003. Still volunteering at the Pima Air Museum in Tucson and at the UAL 727 in the Museum in Chicago. In October 2002 I was voted in as a Director of the United Airlines Pilots Retirement Foundation, Inc. I learned there that the contributions from the active pilots have fallen off and that the funds for the UAL pilot widows and widowers could be short in the future. The Board has taken action to encourage the active pilots to sign up for payroll deductions and to encourage the retired pilots to mail a check to the Foundation annually. (They even accept stock transfers so you won't have to pay capital gains.)

Thanks again for all the volunteers who make RUPA successful. Check to Cleve sent. *Tom*



IN MEMORIAM

RICHARD J. BENNETT

Richard John Bennett, 84, a retired United Airlines pilot and former Herndon mayor and council member, died Feb. 17 at Manor Care nursing home in Fairfax. He had Alzheimer's and Parkinson's diseases.

Mr. Bennett, a Herndon resident, was a native of Eatonville, Wash., and a graduate of Pacific Lutheran University in Washington state.

After serving on the Town Council in 1963 and 1964, Mr. Bennett beat the incumbent mayor in 1965 on a platform of controlled growth. He served three terms as mayor before stepping down in 1971 and won another term on the Town Council. He was a deacon, elder and trustee at Trinity Presbyterian Church in Herndon. He was a former president of the Herndon Rotary Club and a former Rotarian of the year. He was named a Paul Harris Fellow by the club. The Civic and Service Clubs of Herndon named him citizen of the year in 1966. He flew for Pan American Air Ferries before World War II and was in the Army Air Forces during the war. His military assignments included flying new B-17 bombers from the United States to Europe and North Africa and worn ones back. He served in the Air Force during the Korean War. Mr. Bennett, a Washington area resident since the early 1950s, flew for Capital Airlines and then for United after the two lines merged in the early 1960s. He retired in 1978 as a DC-8 captain.

Survivors include his wife, of 56 years, Elizabeth Herndon Bennett of Herndon; a brother; a sister; three children, and five grandchildren. Fraternaly,

Jerry Goebel

THOMAS E. BOATMAN

Captain Tom "Boat" Boatman died of Leukemia, Friday the 31st of January at Harrison Hospital in Bremerton Washington. An Air Force Fighter Pilot of two wars, Boat had been awarded the Silver Star and Bronze Star with cluster, before he started flying with United Airlines in 1967. He retired as a Captain in 1991 and continued to fly as 747 S/O until he was medically grounded several years later. He and his wife Sheri lived on Bainbridge Island, Washington, a farm in Minnesota, and finally back

in Tahuya, Washington, where he enjoyed gardening, his fruit trees, marksmanship, telling stories, motor home travel and telling more stories.

He is survived by his wife; two sons, Ben and Bill; two daughters, Nita and Becky; a stepson Ty and stepdaughter Wendy, a brother Dood, and four grandchildren; Samantha, Jessica, Savannah and Cheyenne, who were the pride and sparkle in his life.

A memorial service was held at Christ Lutheran Church in Belfair, Washington on the 6th of February with full Military Honors.

Boat was very proud of having been a "Cleveland Crazy" for ten of the eleven years that the base was open, often bragging about it openly in ORD operations in later years. He was very proud of his company though he felt a bit let down by it in 1985. More than anything though, he was immensely proud of his profession and the people with whom he flew.

A wonderful story teller, a great companion when the flying was done, a gifted aviator, and a gentleman. He will be missed by all who knew him.

Richard McMakin

WM. E. (BILL) BOWEN

Retired Captain W.E.(Bill) Bowen departed on his "flight west" February 15, 2003. He had suffered from complications of Lung Cancer, Emphysema, and COPD. He had battled these afflictions for about eight years.

Survived by his wife Marilyn Bowen, a daughter Cappy, a Son Stuart and three grandchildren. He was preceded in death by a son, W.E. Bowen Jr.

W.A. (Bill) Phillips

RICHARD C. DeLONG

Capt. Richard "Dick" DeLong died Sunday, Feb. 9, 2003, successfully completing his final takeoff. He was 87. Born and raised on a ranch near Emporia, Kansas, Dick graduated from Washburn University with a bachelor's degree and then earned an MBA at Stanford University, graduating in 1940.

A veteran of World War II, Dick flew transport aircraft for the Air Transport Command in the Pacific theater. Prior to his career with United, Dick was variously employed as a brokerage clerk, purchasing agent, auditor, research engineer and flight instructor. At the beginning of, his United career in Nov. 1943, Dick was assigned to the Western Divi-

sion at Denver, after which he moved between the West coast and Chicago.

Over the course of his flying career, Dick piloted a variety of United's airplanes, including the DC-3, DC-4, DC-6, DC-7, DC-8, DC-10; CV240, CV340, CV440 and B-727. He was Captain of United's inaugural DC-10 flight #52 from Los Angeles to Washington DC on Oct. 21, 1971. On Feb 1, 1961, Dick was appointed Flight Manager at Los Angeles, then promoted to Flight Operations Manager on July 1, 1968. He ended his 30-plus year career with United in 1975. Not to be kept out of the air by retirement, he piloted a B-727 for the San Diego Padres for two of the team's baseball seasons.

Dick was an avid golfer and loved the outdoors, whether he be hunting or fishing in the backcountry or simply watching the clouds or a running river. Dick is survived by his loving wife Betty, whom he met in Chicago when she worked as a stewardess for United and by sons Gary of Boston, Mass. and Jeff of Lake Tahoe, Nev. No services were held, per his wishes; he was cremated and his ashes scattered at sea off the coast of his Los Angeles home.

C.F. "HANK" HENDERSON

The commercial, private, and experimental aviation communities lost a good friend and respected pilot with the recent death of Capt. Chalmers F. "Hank" Henderson. He was born April 27, 1920 in Springfield, Massachusetts and died at home in San Marcos, California, on January 21, 2003. He was 82. Hank's aviation career started with the Kinner Fleet biplane in which he received his first loggable flight instruction. He spent 39 years with United from which he retired #1 in seniority in April of 1980. He then enjoyed his retirement years to the fullest, free of flight schedules, hood checks, and all those other "bet your job" checks. During his retirement, he pursued his hobby of building and flying his own self-built aircraft: a Starduster Too biplane and an all-metal Van's RV-4. He donated the Starduster to the Experimental Aircraft Association's museum in Oshkosh, WI. The RV-4, which he donated to the San Diego Aerospace Museum, was on display there for a number of years and is now in the collection at historic Gillespie Field. Hank's constructions were sturdy, handsome, reliable prize-winners in the home-built aircraft realm.

Hank began his flying days while a teenager, work-

ing part-time for aviation pioneers, the Granville Brothers, near Springfield, Mass. He financed his flying lessons with odd jobs packing groceries, cleaning and gassing planes, and doing whatever general "gopher" activities at the airport that he could wangle. He soloed on his 16th birthday. After high school and Dallas Aviation School and Air College, he obtained his Limited Commercial Pilot License. With that license, he could hop passengers within a 30 mile radius of his home base at Brainard Field, Hartford, CT. He became a certified flight instructor in 1939. While logging over 2,000 hours in the air doing instruction and delivering new planes from the manufacturers to their new homes, he began applying to all the airlines. He was hired by United in November of 1941. Early equipment he flew with United included Boeing 247, Douglas DC-3, DC-4, DC-6, DC-7. Jets included the Boeing 707, DC-8, and finally the Boeing 747.

Hank was domiciled at LaGuardia, Edmonton (contract operations for U.S. Army Air Corps Air Transport Command), Chicago, Newark, San Francisco, JFK, and finally LAX.



The three Henderson brothers are pictured above. From left to right they are: Ken, Hank and Roy.

Hank's wife of nearly 59 years, Elvy Ketonen Henderson, preceded him in death in 2001. They had 2 daughters: Janice Campana of San Diego, CA, and Elsa Henderson of Lafayette, CO, and 2 granddaughters: Kristina Panek Turley and Michelle Panek. A memorial service, attended by many flying colleagues and friends, was held on January 25, 2003 at San Marcos Lutheran Church.

Hank was the oldest of the 3 flying Henderson brothers, who at one point in the 1940s, all worked for United. His youngest brother, Kenneth, later flew for the Flying Tigers while the middle brother, Roy, retired from United in October 1981. They both preceded their older brother Hank in death.

Hank was ready, willing, and eager to help his fellow pilots, students, and builders with their efforts. He was meticulously detail-oriented and possessed of a lively sense of humor and a very generous spirit. We wish him blue skies, smooth air, and steady tailwinds. Memorial donations may be sent to the Boys and Girls Club of San Marcos, 260 Pico Avenue, San Marcos, CA 92069.

The daughters of Hank Henderson.

JAY W. NELSON

A dear friend, Jay Nelson, died 10 February 2003 surrounded by family, in Davis, California. Jay was one of those famous "Tracy Ace's" and flew for United from 1940 to 1977, based in SFO most of those years. When Jay retired in 1977, he and Dottie, his bride from Tracy days, moved to Incline Village, NV. Jay was suffering from emphysema, so a move to a lower elevation and to Santa Rosa was made. Jay and Dottie later decided on a move to a continuing care retirement community in Davis, CA where he was a part of an active pilots' group, consisting of military, private, as well as airline types. Some of the airline types being Max Rasmussen, the late Ray Gundlack, and me.

I flew first officer with Jay in our DC-8s and our 747s. I would like to tell a few of the more memorable flights and I am referring to my log book: 18 Oct '73, 9747, SFO- IAD, Jay Nelson and Jim Beatie with Jay's wife, Dottie. A beautiful layover in New England? 25 Sept '76, 9747, SFO-HNL, with a full load of passengers to "Paradise"; I overslept and the trip was 34 minutes late leaving the blocks for a nine o'clock departure. I wanted to apologize all over the place to the passengers, but Jay, in his low keyed way said just forget it and to get under-

way, 12 Oct '77, 9747 SFO-HNL, Jay and Jim Oxley and I experienced a total eclipse of the Sun at 1918 at 27-46N, 148-15W Cockpit lights required. A ship out of SFO with passengers paid big bucks to see the eclipse, while our passengers saw it as a bonus.

It was a pleasure and so relaxing to fly with Jay and to have him as a friend. He will be missed by his pilot friends here in Davis. *Wayne Walker*

DONALD J. SMITH

It is with great sadness I report the passing of one of the United Captains who made life easier for all of us. Capt Donald J. Smith, MDW, DEN, MDW ORD

"D.J." Smith was one of those people who felt the Airline Pilot Profession was the "best" job in the world. He proved it again and again many times over.

Don was a pioneer in the development of the air-born weather radar detection experiments that resulted in equipping the entire United Fleets and later the industry wide installation of airborne radar in our aircraft.

Being from the Green Bay Wisconsin Area, Don was an avid Packer Fan, and flew many of the Packer Charters. He also flew the Mary O'Conner for Warner Brothers publicity tours, Jack Webb for his D.I. and other movies, and Jimmie Stewart for his Spirit of St Louis PR tour.

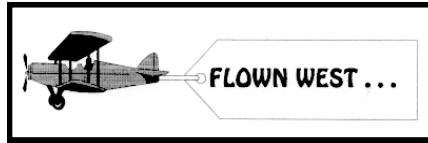
Many of us who flew with him as his Co-pilot benefited from his teachings. His dedication to his co-workers in the accomplishment of each and every flight was outstanding. He set an example of faith and dedication and was a model to follow.

Each time a present day crew turns on the Radar, Don is there, He'll live on in spirit every time in every airplane so equipped. *Elroy Hilbert*

RUSSELL M. VAN TUYL

Russ was 96 and died January 3 in LaGrange, GA. He was a World War II Navy Veteran and is survived by his wife of 64 years, Rachel Pinson-Van Tuyl and other family members. A graveside service was held in Georgia under the direction of McKooh Funeral Home in Newman, Georgia.





Chester A. Baucke	10/2/2002
Russell M. Van Tuyl	1/3/2003
C.F. Hank Henderson	1/21/2003
Thomas E. Boatman	1/31/2003
Richard DeLong	2/9/2003
Jay W. Nelson	2/10/2003
Macdonald A. Bleser	2/11/2003
William E. Bowen	2/15/2003
Robert P. Schwartz	2/15/2003
Richard J. Bennett	2/19/2003
Douglas M. Mitchell	2/22/2003

* *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.)* - 440-235-7595
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: March 21st, 2003

Mailing: April 2nd, 2003



PERIODICALS

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