



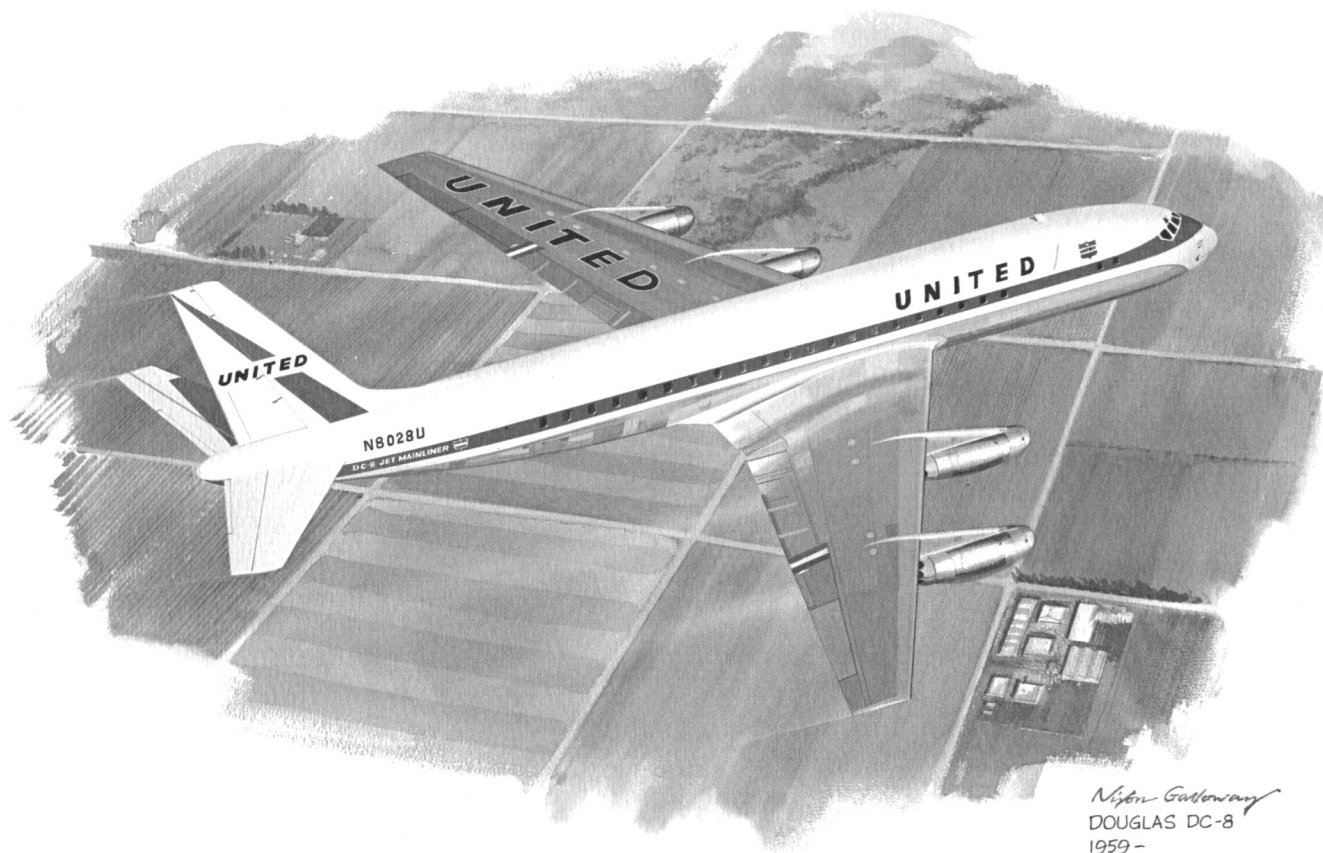
RUPANEWS

Journal of the Retired United Pilots Association

Volume 5 Number 5

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May, 2003



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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, as I write this monthly message, the war with Iraq is winding down and the terror alert has been lowered to yellow. That is the good news; now the SARS scare is on the rise; seems as though the airlines cannot win for loosing.

I attended the ALPA presentation of the new Tentative Agreement that was ratified by the pilots. As I see it, if the judge approves the restructuring plan proposed by United, then we as retirees should not see any major changes made to our present retirement benefits. The fly-in-the-ointment would be a further drop in business prior to United coming out of Chapter 11. That could result in major changes for us.

As you may have noticed, ALPA, through various channels, has been counseling retirees to wait for further information before filing Proof of Claim Forms. This was done in hopes that greater clarification would emerge from United as to what it expected retirees to claim. Unfortunately that information has not been forthcoming. ALPA will not file claims for retired pilots as we had hoped. It is suggested that you seek the advice of your own attorney or financial advisor for assistance in filing out the Proof of Claim form.

The Company is now encouraging retirees and companions to utilize the EasyCheck-in units for NRSA travel on United. Employees and eligibles can avoid lines and check in more quickly and efficiently by using the EasyCheck-in units. Review the EasyCheck-in demo on SkyNet to familiarize yourself with this easy-to-use technology.

In case you missed it, earlier this month UAL announced that it intends to end lucrative employment-related contracts for 40 former members of senior management and the board of directors. The airline will save \$16 million as the result of ending the contracts. Among those whose employment agreements are being terminated are the ex-CEO'S, James Goodwin, Gerald Greenwald and Stephen Wolf.

My wife and I are planning to attend the New York Skyscrapers luncheon in June. We look forward to meeting with you at the Montclair Golf Club. Fraternally, *Rich*

DENVER GOOD OL' BOYS LUNCHEON

Meeting of April 15, 2003. The March meeting here in DEN was slightly postponed due to the snowstorm, and possibly resulted in improved attendance for this meeting. At any event we had a good turnout, and as usual, happy hour was a rousing success. Turned out that Rick Madsen was the only one who showed up last month, and he came all the way from the North Pole. Course living that far north the little snow we had was nothing to him. As the saying goes, "no hill for a mountain climber". At any event, the cuisine appeared at noon on the dot, and this bunch of trenchermen lined up. The kitchen performed yeoman duty and each was sated.

Following the repast, Jim Krasno took the floor to deliver the latest reference our situation with UAL and pensions, etc. The humble coordinator and scribe delivered a brief summary of airline news, and noted that according to same, UAL returned to a "positive cash flow" situation in January and presumably continues with same, which was reportedly somewhat better and earlier than expected.

It was decided by those present to invite the distaff side in May. So mark it on your calendars, at the meeting of May 20, wives will be invited.

There being no "gone west" reports, and little other business, the meeting adjourned while it was still daylight. Those in attendance: Al Dorsey, Jack Davis, Dick Kobayshi, Arv Witt, Al Snook, Mike Williams, Rick Madsen, Joe Onodera, Pete Cecchinelli, Dick Wagner, Russ Wright, Bill Hanson, Jim Gates, Frank McCurdy, Dave Murtha, Jim Hixon, Bob Clipson, Curly Baker, Dick Shipman, Gary Gore, Jim Krasno, Bill Fife, Phil Spicer, Maury Mahoney, John Fields, R. O. Stewart, Bob Sanwald, Jack Turner, Owen Hibbs, Bob Blessin, Hal Meyer, Ralph Wright, Tom Hudgens, Bob Crowell, Pat Murphy, Russ Ward, John Allen, Warren Mugler, Stanley Boehm, Bill Hoygaard, Jim Harris, and the humble scribe and coordinator,

Ted Wilkinson

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

SOUTHWEST FLORIDA LUNCHEON

The April SW Florida RUPA luncheon at the *Fort Myers Olive Garden* was another Italian epicurean delight. The topic of interest was the EAA Sun N' Fun at Lakeland, Florida Airport. Many old RUPA pilots met on the porch of the OX 5 cottage on April 3rd at noon... The weather was perfect for a three hour airshow. It was unfortunate that Tucker did not perform that day. However, many young UAL pilots were found among the tremendous display of homebuilts, warbirds and static displays. It's just like Oshkosh, maybe better....maybe not.... Then, of course, there was a discussion of the proof of claim form that was received from the URPBPA and the awaiting of further guidance from the RUPA for how and when to file the proof of claim rider. Those in attendance were: Jim Boyer, Dave Wege, Brian Leidig, Gene Chapman, Ray Brooks, Jim Druyor, Neil Bretthauer, Ralph Mikulich, Richard & Marlene Jones, Don Kinkaid, Jim David, Ed Prose, Tom Willman, Bill Bates, Don Heath, Ade Kale, Andy & Nancy Anderson, Ron Wellman, Harry Long, Earl Walch, Bob & Carey Hitt, Dave Dryer, Don Sullivan, Del Walker, Jack Sodergren, Edgar Riehl, Al May, James & Susan Goodson and yours truly. There may have been some that did not sign the roster.

There was a solicitation of members to attend the RUPA convention in San Francisco in late October. If any members are interested in joining us for a wine country tour or Hiller Aviation Museum or other interests, let me or someone on the committee know soon. Maybe just come to see the crookedest street in the world one last time and ride on the cable cars. It should be a wonderful gathering.

There was discussion about flying out of RSW on Southwest Airlines, Spirit and USAir. A letter of introduction is needed from the PAL LINE to fly on Spirit. The price is right and the flying should really be UAL's routes. (What do the planners know that we do not?) There is a big new midfield terminal coming to RSW next year.

This is the last meeting for the winter season here in SW Florida. The luncheons will resume in October. Always the second Monday of the winter months at 11AM at the Olive Garden, Fort Myers, FL. Chuck Monahan has been a SW Florida rep for the past several years. He is going to cruise in the Mediterranean this summer and the canal system of Italy for a month. He is in good health but just wanted to be relieved of all these pressures of meetings. Also, he glows in the dark from seeds and radiation in the prostate area. Thanks for a job well done... Thanks for programming this computer Chuck. Bon Voyage !!

Thanks to Cliff Sanderson for his attendance at our March luncheon and his views on the bankruptcy of UAL. Very interesting....Also Cliff, thanks for your daily notes...They are well received... Thanks to President Rich & Georgia Bouska for attending the April meeting and addressing more than 50 RUPA members and some of the wives. His views during these troubled times were gratifying. Will try to send a report for the NEWS each month after every luncheon. "Live a good, honorable life. Then when you get old and look back, you'll be able to enjoy it a second time". Dalai Lama Cordially, *79 Sobota*, swflrupa@yahoo.com

PS When not cruising or here in Naples, I will be on the apple farm in Biglerville, Pennsylvania. Have a fun and safe summer!!

JOE CARNES NW ILLINOIS RUPA LUNCHEON

On April 8th 2003 79 members and Guests gathered at the Warsaw Inn just south of McHenry IL. After the Buffet we were treated once again to the wit and wisdom of Milt Jensen. In attendance were:

Willie & Lois Anderson, Don & Joan Anderson, Hap Arnold, Leroy & Eva Bair, Dick Blundell, Ted & Dolores Bochniarz, Tom Boyle, George Bracke, Glynn Bradley, George Bramm, Duane Buchsath, Al Coward, Joe David, Barry Davidson, George Deih, Roger & Sue Dreher, Jerry Drommenhausen, Tom Fasiang,

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.

Don Fett, Marty Gallagher, Jan Gawenda, Jim Gesler, Vince & Dana Hammond, Bob & Gail Helfferich, Mike Hepperlen, Jim Higbea, Milt & Ina Jensen, George Keller, Bob Kelly, Dick Kuhn, Don Leissner, Doc & Dee Manny, Ollie Mayes, Rob & Linda Mccutcheon, Ken & Gerry Miles, Bob Moncur, Tom Morton, Jack Mumaw, Ceil & Bill Myers, Marjorie & Howard Nelson, Ned Neuman, Claude Nickell, Jim & Jan Noble, Bob Olson, Don Pheiffer, George Pylawka, Jim Rosater, Tom Roskens, George Seaver, Bill & Johnnie Silvester, Ole Sindberg, Bernie & Rachel Sterner, Sid Tiemann, Ben Ulrich, Tom Wedel, Barbara Weir and Jerry Westfall

If any recent retirees or anyone else who are not presently getting either e-mail or mail reminders of our lunches please send e-mail to buddyclaude@voyager.net or call 815-459-5314 and we will add you to our list. *Claude Nickell*

LAS VEGAS HIGHROLLERS LUNCHEON

Clyde House (702) 896-8821 clydie@concentric.net. A very nice group gathered round the tables for a barbecue lovers feast at the *Memphis Famous Barbecue* restaurant. Information about Southwest's new walk up fares, what's up with United, reunion surveys, and general conversation was shared by all. With Bill Moore and his lovely bride Mary Lou showing up for a first time it was like old home week for the previously based SFO pilots. A moment of silence for those flown west including our own Harry Arcamuzi was observed. The following were in attendance: George & Denny Atteberry, Bill Balboni, Barry & Ruth Dixon, Bruce Fisher & Guest Marlene Brown, Jerry & Susanna Johnson, Gene & Mary Lamski, Guy & Kathy Manning, Hugh & Kathy Mattern, Walt & Emma Meronyk, Ken Miller, Lyle Miller, Wayne Morgan, The Moores as mentioned above, Dave & Bonnie Munyon, Jim Price, Bud Puckett, Don & Betty Swirnow, and yours truly Clyde House & Marie Loquet.

I will deliver into the hands of Andy Anderson and Jerry Johnson the responsibility of the May & June luncheon as Marie and I will be in Greece for six weeks. July will probably be a pool party with more information to follow. Everyone have a great Summer. *Clyde*

LAX SOUTH BAY LUNCHEON

Twenty-one of us met to exchange rumors and gossip at the Hacienda on April 17. It was nice to see Ray Mitchell and N. C. "Bob" Horne as it has been a while since we have seen them. Also attending were Shirley & Jack Hanson, Margaret & Charles Barnard, Sue Ross, Jim Turner, Don Krueger, Trudy Ann Buck, Norm Marchment, Walt Albright, Herb Goodrich, Jim Day, Dave Tank, Ken Williams, Gene Gawenda, Don McDermott, Joe Bechtol, Linda May and yours truly.

We meet at 1100 in Van Nuys on odd months and in El Segundo on even months. All of our meetings are coed and guests are welcome. Best wishes. *Rex May* 310-821-6207

GREATER NEW YORK AREA JUNE MEETING ANNOUNCEMENT

The next scheduled meeting of the greater New York Area retired pilots will be held June 11, 2003 at The Montclair Golf Club, West Orange, New Jersey. When you are in contact individually or via e-mail, please pass the word to obtain the widest participation. Our intent is to gather as many parties as possible considering we cover New England States through Virginia and beyond. The date available will give the "Snow Birds" the chance to attend as they make their way north for the summer months.

Hopefully, a guest speaker will be available to cover the most important topics of the period. Suggestions and comments of potential guest speaker(s) can be addressed to Ray Bernosky at: rayandpat1@juno.com. Snail mail address is 41 Fairview Dr, Flemington, NJ 08822-4535. Phone contact is available in the directory. Very respectfully, *Ray Bernosky*, New York Area Representative

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

OHIO NORTH COAST FLIERS LUNCHEON

Old Cleveland Crazyies (not that old) gathered at *TJ's Restaurant* in Wooster, Ohio for the North Coast Fliers monthly luncheon, and though rather a small group, still were able to maintain a modicum of dignity, under the circumstances. Our special waitress, Vicky, of whom we have spoken, was off to Las Vegas in search of Elvis and a friendly slot machine. The room full of pilots knew that if it was only tip money she had to spend she would be back very soon. The snowbirds are returning as well, although slowly, and we shall be back to full strength next month.

At our luncheon were former Cleveland Crazy, Bruce Richards in town from Chicago, Tom Race, Rick Ogden, Gene White, Phil Jach, Jim Burrill, Ken Wheeler, Rob Marshall, Ed Griffith, Dick Sanders, myself and my wonderful wife St. Carol the Tolerant, a rose among thorns.

The May meeting will be held on the 15th at TJ's as usual and in June the meeting will again be held at the McMakin residence in Olmsted Township, Ohio on June 21st, at 4:00pm. Phone contact 440-235-7595.

Richard McMakin

PHOENIX ROADRUNNERS' LUNCHEON

The Phoenix Roadrunners' met for Lunch on Friday April 11th at *Le Sans Souci French Restaurant* in Cave Creek, AZ. Our own Member Bill Dutton entertained us for over an hour with his Magic Tricks. Bill & Leigh have their summer place in Ireland. While there Bill performs regularly for Charitable Groups in their local area in Southern Ireland. He is very good as I'm sure you will hear from all of our Members who were present. Thanks again Bill.

The Food was excellent, as well as the Service. If you are in the Phoenix Area pay them a visit I'm sure you will be happy. Those attending our Last Luncheon until next October are: Betty Bleser & friend Margie Arnold, Frenchy & Millie Bourgeois, Don Burnworth, Mike Carlin, Bill Dutton, Corrine Kenney & friend Ruth Langevin, P.J. & Ken Killmon, Phil & Pat McDonald, Jim & Sue Mennella, Ed & Phyllis Nelson, Gene Paquette, John & Shirley Prestegaard, (Thanks John for bringing all our single ladies). Charlie Schwob, Bob Steeneck, and Jerry Smith.

Wishing all of you a Healthy Summer and hope to see some of you in San Francisco at our Convention or Picnic. Frenchy & Millie fbourgeois@earthlink.net

SEATTLE GOONEY BIRDS' LUNCHEON

On 4/17/03 - 25 Seattle RUPA members attended the April Meeting at the *SEA Marriott*.

The truly big news is that next month, MAY, 14, 2003 will be the occasion for the Seattle RUPA Couples to meet for the annual Gala. Please understand that this is a Wednesday. It is a change. But, perhaps, more can come since it is such a radical change.

The price is \$17.50 per person. Pay at the door at 1100, but please let us know if you are planning to attend so we can set up the kitchen. Please call: Brent Revert 425-893-9154 or Bill Brett 360-825-1016 to let us know you plan to attend.

Those who paid their money to the URPBPA are advised to download a "proof of Claim" form jmkrasno@earthlink.net.

If any in our group are planning to attend the annual RUPA convention in SFO this fall, please let me know so I can give them a count of numbers expected from this area.

See you next month. *Brent*

TAMPA SUNDOWNERS LUNCHEON

On April 17th the Sundowners gathered with their wives at PAPPAS'S in Tarpon Springs for a special Easter luncheon. Those attending the luncheon were: Stan & Phyllis Crosier, Jim & Hilda Feneley, Paul & Nell Fidler, Jim Irwin, Warren & Vicki Jones, Bud & Jessie Huffman, Woody & Diane Lynn, Matt Middlebrooks, Jack Moran, John & Edna Papadakis, Ken & Mary Vanderhyde, Ray & Twila White, and Jim Wilson. We had a wonderful lunch and lively discussion on the future of the industry. Next luncheon will be at Cuzzin's on May 15th at 11:30am. *KenMatt* (727) 787-5550

TUCSON RUPA LUNCHEON

A currently nameless group of 30 retired pilots and wives gathered at the Tucson Country Club on March 14 for what is hoped to be the first of many luncheons whereby we meet others from the area. We were lucky enough to have two guest speakers, Alan Willenbrock from Northern Trust Bank, and Jim Krasno from URPBPA. Alan educated the attendees on the realities of bankruptcies and the probability that United's bankruptcy will affect all retirees. His news was thorough and well presented but certainly not encouraging! Jim Krasno then spoke about how URPBPA is working to protect the benefits we retirees have as United continues through its filing. It was clear that URPBPA is a group that all retired pilots should join and finance since without that group and its legal power we have no power and are at the bottom of the food chain of creditors!

Those in attendance were: Bob & Eileen Bartsch, Young & Cheryl Cage, Jim & Mary Cook, Mac & Barbara Dunlap, Hank & Luella Dykhuis, Tom & Bobby Jean Greene, Jim & Jan Guest, Victor Hansen (Bev couldn't attend), Billy & Ruth Howell, Peter & Elaine Rollock, Randy & Pam Ryan, Mike Schurig, Don & Bernadette Sobey, Ken Urdahl (Diane had to cancel at the last minute due to a sick grandson), Miles & Jean Wagner, and Tom & Bev Workinger. In addition we were lucky to have Dick & Cathryn Newton visiting from Las Vegas.

From all reports a good time was had by all and the suggestion to hold another in Late October or early November was well received (although there is some talk of trying to have another luncheon even before then.) Anybody interested in more information about this gathering (or attending the next one) can email me, Randy Ryan, at randelryan@earthlink.net or call 520-797-3912 and I'll try to respond. *Randy*

WASHINGTON D.C. AREA RUPA, Eddie O'Donnell Luncheon

Wednesday April 16th, 2003

Our guest speaker was Captain Charles D. (Charlie) Mott, USN Retired. Capt. Mott related the story of men entering war before Pearl Harbor and operating on a shoe string. Many a good story begins with the words, "In a Land Far Far Away" and that certainly applied in the case of the American Volunteer Group which became known as the Flying Tigers. From a dive bomber squadron, Bombing Three, on the USS Saratoga, Charlie volunteered for the AVG and departed San Francisco for Rangoon, Burma on July 10, 1941. Upon arrival in Burma he was assigned the duties of Acting Group Adjutant. Later he was reassigned to the 2nd Squadron, the Panda Bears, as Flight Leader and Operations Officer. The 2nd Squadron was deployed from Toungoo to Rangoon in December 1941 and began attacking Japanese airfields in Thailand. While leading an attack on the airfield at Mesoht, Thailand, he was shot down by ground fire and captured after being severely injured in the low altitude bailout. The summer of 1942, Charlie was put into a prisoner of war camp on the River Kwai and related the circumstances of his being declared a Prisoner of War as opposed to a Pirate. He was involved in the River Kwai Railway construction where Mott's Motors consisted of one lorry responsible for delivery of food and supplies for the prisoner laborers. At the end of the war he made his way to an OSS Camp and was returned home to be recommissioned in the Navy and completed his career with retirement in 1963. It was a fascinating story of persistence and survival. We are grateful to Captain Mott for sharing his story. We owe thanks, also, to Tony Keffer for inviting his long time friend and facilitating Captain Mott's presence with us.

As usual, we began our lunch 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, Harry F. Arcamuzi, Richard (Dick) Bennett, Wm. A. (Bill) Bowen, Thomas M. (Tom) Hallam and Wm. H. (Bill) Steger. We remembered the pleasure of their company and the part they played in our lives and our profession.

Has your subscription to the RUPANEWS expired???

We constantly get calls from members wanting to know their status in reference to postage dues. You can answer this question for yourself by checking your RENEWAL DATE which you will find on the address label on the back page of your most recent copy of the *RUPANEWS*

Many thanks to Herb Petitt and Jerry Goebel for handling the reservation phone calls and to Michael Bennett, Roger Lemieux and Lew Meyer for manning the check-in table. All the accounts are in order and we will surely pass muster with our Treasurer, Jack Evans, upon his return.

Walt Clark, Acting Chief Pilot at DCAFO, gave us a quick rundown on the status of contracts at UAL and service changes in the Washington Domicile. As a board member of the UAL Retired Pilots Foundation, Walt made a pitch for our support to the Foundation.

Our most senior member, Dick Edwards, brought Bob Cumming to lunch. All the way from the Northwest just to have lunch with us? From the South Coast, Paul Andes also made a special trip for lunch. We were happy to see both of them along with first timers, Steve and Linda Jakubowski and Kevin and Peggy Dillon. This was our Spring Coed Luncheon and the widows of "Our Friends Flown West" were special guests. Vince DiFelice, exclaiming "Why Me?", relented and drew from the Golden Vessel of Uncertain Heritage winning tickets for the door prizes. Our Vaunted Connoisseur of Vintage, thankfully, had made the selections for our door prizes before leaving town and it was quite evident that our winners, Pete Snyder and Faith Osborn, were overwhelmed.

There were 72 in attendance on this fine day of Beltway Construction and Delay. The Eastern Shore Contingent must have left home at the crack of dawn to have arrived as early as they did. In attendance were Paul Andes, Jon Beckett, Michael Bennett, Lee Boyd, George Candelori, John Cantrell, Walt Clark, Tom Coffey, Gary Cook, Linda Cook, Gil Coshland, Pat Coshland, Amy Couvillion, Gene Couvillion, Ed Crowther, Bob Cummings, Julie Davis, Paul Davis, Doug Diedrick, Vince DiFelice, Kevin Dillon, Peggy Dillon, Dick Edwards, Roy Ellis, Bob Engl, Eleanor Forsythe, Jim Foster, Denis Getman, Pat Gilson, Paul Gilson, Jerry Goebel, Mary Ann Goebel, Bill Golemon, Jack Grooms, Ellen Grube, Larry Grube, Woody Hays, Linda Jakubowski, Steve Jakubowski, Sandy Keffer, Tony Keffer, Jerry Keyes, Roger Lemieux, Dave Malone, Fred Martin, Frank McKenzie, Lew Meyer, Susie Miller, our special guest Charlie Mott, Ofelia Nickel, Bill Nolan, Edna Nolan, Faith Osborn, Ralph Pasley, Herb Petitt, Laura Petitt, Lee Prior, Cindy Robb, Joe Rozic, Bernie Schwartzman, Pete Snyder, Joe Soltis, John Teague, Betty Williams, E.K. Williams, Powell Williams, Betty Wolfe, Cliff Wolff, Marilyn Wolff.

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

Our luncheons are quarterly, the 3rd Wednesday of 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 Stag on July 16, 2003. 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

DANA POINT LUNCHEON

The third Tuesday snuck up early this month. Rain relented, the clouds parted and the Lunch Deck opened for our regular meeting under the blue umbrellas. We had the area all to ourselves for quite some time. Captain George Hardie was noted as flown west. Most of our group was unaware that George had a serious medical problem. We were quite surprised at his passing. It must be the nature of our group that we stay on the positive side of life. George and his friendly demeanor will be missed at our lunch. A number of our Group was able to go to the Memorial service that was held for him at Laguna Niguel Presbyterian Church.

Present were Jim grosswiler, Dorsey Brown, Ed Ahart, Barney Barnhouse, Larry Freeman, Bill Rollins, John Grant, Joe Udovch, Ted Simmons, Bob Brockmeier, Walt Bohl, Park Ames, Pete Hansen, Bruce Dunkle, Ed Judd, Bill Meyer, Carlos Bernhard, Jerry Meyer. A special guest and friend of all the Pilots, Sue Ross from our LAX Friendly crew desk attended. Welcome Sue, keep on coming!

Much talk of the "Proof of Claim" document. What are we to gain? What are we to lose? Doug Wilsman in his note on www.rupa.org stated, that at this point ALPA can foresee no need for a termination of the pension plan or medical insurance. What the URBPBA group is able to do for us is unknown. There are many hurdles on the road to recovery yet to be jumped. Next meeting in the Harbor May 20th Regards *Ted*

CHAPTER 11 UPDATE AND PROOF OF CLAIM FORMS

Doug Wilsman, April 25, 2003, dhwilsman@aol.com, 52/85, MDW, ORD, LAX

On March 31, US Airways emerged from Chapter 11. There were three key elements in their reorganization plan: massive reductions in payroll costs, a \$900 million federal loan guarantee and the termination of their pilots' A-Plan. The A-Plan termination was a precondition for the federal loan guarantee and the judge insisted on both the A-plan termination and the loan guarantee before he would approve the reorganization plan.

Will UAL end up walking down the US Airways' road? It is way too early to guess. The judge in the UAL case has set mid-October as the deadline for UAL to submit its reorganization plan, but he could extend that deadline. So far the only UAL/US Air similarities are: (1) the massive payroll cost reductions offered by UAL's employees and (2) the fed's initial turn-down of UAL's request for a \$1.8 billion loan guarantee, partly because of the required cash injection needed to bring the pension plans back to solvency. Rumor has it that UAL might follow in US Air's footsteps to seek federal legislation to allow it to amortize the pension plan recovery funding over a longer period than the seven-year max in the current law.

As of today, the tentative agreement approved by ALPA calls for no changes in the benefits currently enjoyed by retirees and widows. If that agreement survives and becomes part of the final reorganization plan approved by the judge, we retirees and widows will not notice any financial impact from the Chapter 11 experience. That would be great!

But I guess in an abundance of cautiousness, ALPA on April 22nd formally advised retired pilots and survivors to submit a Proof of Claim Form---either the one distributed by UAL's agent in Portland or to those members of URPBPA (the Hall/Dubinsky group), ALPA advises them to have URPBPA submit a claim on their behalf. URPBPA's deadline is April 30, which will be long gone before this RUPANEWS is delivered. The deadline to get the completed form back to UAL's Portland agent is 4:00 PM on May 12th.

All this commotion about Proof of Claim Forms is hopefully no indication that there will ever be anything to claim. Or if it turns out there is some loss to claim, there may not be any substantial recovery available. But it can't hurt to fill out the form sent by UAL's agent in Portland and return it to them, provided an individual hasn't already returned URPBPA's Claim Form Rider to them.

To keep up to speed on current events, call up RUPA's splendid website that is mastered by Captain Bruce McLeod at www.rupa.org *Doug*

BANKRUPTCY CLAIM FORM Important Notice to All Retirees

As you may have noticed, ALPA, through various channels, has been counseling retirees to wait for further information before filing Proof of Claim Forms in United's Bankruptcy Case. This was done in the hopes that greater clarification would emerge from United as to what precisely it expected its retirees to claim. For example, did United expect them to claim for continued pension payments, either from the qualified A-Plan and/or from the unqualified plan? Was a retiree expected to claim for continued medical insurance, life insurance and passes? Did United expect a retired pilot to file a claim for any grievance to which he or she might still be a party? What about an ongoing Workman's Compensation case? Unfortunately, not much clarity has been forthcoming, except as follows: United has agreed that ALPA may file a claim for any grievance in which it is authorized to represent the pilot or pilots, including retirees, and therefore, unless you hear from the MEC office, ALPA will file a claim for any grievance you may have (although you may certainly file such a Claim yourself).

Importantly, however, ALPA will NOT file any further claims for retired pilots. Because of this, you will have to make a decision as to how to proceed. We have two suggestions.

1. One source of possible assistance is the "United Retired Pilots Benefit Protection Association", a group created by a number of retired pilots to protect the interests of the retirees in bankruptcy. Their officers are Roger D. Hall, Dennis D. Dillon, Gerard Terstiege and Eugene M. Cummings, all former ALPA officials. That organization has a website, which can be accessed at www.ualpilotpension.com. It has issued instructions to its members as to how to deal with the "Proof of Claim" form.
2. A second possible source of information would be your own attorney or financial advisor, who could as-

sist you in filing out the Proof of Claim form.

Please note that ALPA does not endorse the contents of any web site nor vouch for the accuracy of the information given to retirees.

Because the claims filing deadline is May 12, 2003 (note that the location where claims are to be mailed is a company located in Oregon, not the Bankruptcy Court in Chicago), you should take steps to obtain assistance as soon as possible, and well prior to May 12th. It is unfortunate that this task has been imposed on the retirees, but there appear to be no other realistic alternatives.

CAN YOU HELP?

Listen all you old sky pilots, can any of you help this young lady who sent the enclosed email....contact her directly or I will relay....I just knew this bunch of old fogies with goggles would know. *Mitt Jensen*

Dear Captain Jensen, I'm a librarian at Marlborough School in Los Angeles. My father recently visited us and recalled an event at Mines Field on July 4th, 1933. I have searched everywhere - both in print and non-print resources, but don't have access to the old indices from the LA Times. Because I got a hit on the term "Mines Field" in your on-line newsletter, I thought perhaps one of your members could help me.

It was a big air show on July 3rd, and 4th and maybe the 5th, 1933. Hoot Gibson crashed his airplane - we found references to that. My father actually saw the crash and still remembers the incident clearly. But my father also recalls that the Germans brought in these little planes that beat the pants off of ours - or maybe they just demonstrated the planes' speed. He can't quite recall that, although he also remembers how handsome and smug the German pilots were. My dad was about 12 at the time and he and his friend hopped the fence to go to the show.

Hope to hear from you. Best regards, *Kathy Brown*

Kathleen Brown Department Head, Library Marlborough School 250 S. Rossmore Ave, Los Angeles, CA 90004 323-935-1147 Ext. 462 kathy.brown@marlboroughschool.org

The following article from the April AARP Bulletin concerns a subject that is of increasing interest to RUPArians, and not just those who, for whatever reason, currently lack prescription medication coverage – that could be all of us if the fiscal situation at UAL becomes even worse – were that possible. Ed.

MORE AMERICANS GO NORTH FOR DRUGS By Patricia Barry AARP April 2003
Consumers Find Price Relief in Canada; Internet Fuels the Trend.

Just a few years ago, they took the bus to Canada - mostly older Americans from northern states who knew that filling prescriptions at Canadian pharmacies could save them big money. But now people from all over the country are doing it, too - by mail order via the Internet.

An estimated 1 million Americans use this cross-border pipeline – which many regard as a lifeline -to buy medicines at substantially lower prices than they can at home. The trickle has become a torrent, and the number of customers increases every day.

That volume of traffic has intensified debate on the legal and safety issues of buying prescription drugs by mail from Canada. And it has prompted retaliation. One major pharmaceutical manufacturer, Glaxo Smith Kline, has now stopped supplying its products to Canadian mail-order pharmacies that sell to Americans-an action widely regarded as a trial balloon for other drug makers wanting to halt the trade.

For many people already buying drugs from Canada, Glaxo's action came as something akin to a declaration of war. Older Americans staged protests in several cities and began boycotting the company's nonprescription products. A consortium of consumer groups, in a full-page ad in *The New York Times*, accused Glaxo of cutting off vital supplies. "People are terribly angry," says Peter Wyckoff, director of the Minnesota Senior Federation, a non-profit group that pioneered sending buses to Canada and now runs a mail-order service. "People are forced to buy drugs out of Canada because of inordinately high prices in the United States."

But the Food and Drug Administration (FDA), the federal agency that oversees prescription drugs, and the U.S. Customs Service say that the practice is illegal and may be unsafe.

So what are consumers to do?

PRICE DIFFERENCES Pharmaceutical prices are usually (though not always) much lower in Canada than here, even for American-made drugs. This is mainly because Canada, like most other Western governments, regulates drug prices, whereas the United States does not.

Sometimes lower-cost generic versions of brand name drugs come to market more quickly in Canada because of different patent laws. The Canadian generic of the breast cancer drug tamoxifen, for example, used to cost one-tenth of the U.S. brand before an American generic was marketed, and still costs far less. Lower Canadian prices often provide the only affordable option for Americans without drug coverage who do not qualify for low-income programs but cannot pay top dollar for medications.

Meredith Behrens, of Ardenvoir, Wash., lost her employer coverage when she retired at age 65. Taking Lipitor to reduce cholesterol, she found it "so expensive" that she cut back her dosage. "And my cholesterol level went up immediately," she says. "That was not a wise thing to do."

Buying by mail from Canada, even with shipping costs, cut her outlay by 42 percent.

Sandra Barron, of Silver Spring, Md., used to spend a third of her monthly Social Security check on medications at the cheapest local pharmacy she could find. But last year, she says, "I discovered Canada. My drug costs went down from \$430 to \$160 a month. That's an enormous difference." She is saving more than \$3,240 a year, or more than 60 percent.

Canadian mail-order pharmacies do not supply all medications. Typically, they focus on long-term maintenance drugs - most often American-made - that older people commonly use. Even among these pharmacies, prices vary a good deal, and so far there is no website that allows consumers to compare them.

This is one reason why the Minnesota Senior Federation (MSF) formed its Prescription Drug Information Center, a program to help Americans of all ages get the best possible deal along with quality protections. During a seven-month pilot project, it vetted, tested and negotiated with a licensed Toronto pharmacy that agreed to cut its professional fees to provide even deeper discounts. This resulted in "the first consumer-negotiated rates to come out of Canada," Wyckoff says.

IS IT LEGAL? A 1987 law, written before Internet pharmacies existed, makes it illegal to import prescription drugs, whether made in America or not.

In practice, the FDA and U.S. Customs have long ignored people returning from abroad with up to a 90-day supply for their own use. In addition, although in recent years both agencies have occasionally intercepted mail-order shipments from Canada, they have never prosecuted an American consumer. They simply haven't the manpower, they say, to enforce the law in a traffic that generates millions of packages a year.

But last month the FDA began taking a tougher line. It warned that health plans and other groups that "aid and abet" the importation of medications from Canada could be found "criminally liable." Although the FDA says it reserves the right to go after individuals, it also says that "our highest enforcement priority would not be actions against consumers."

Some insurers-including Humana Inc., United HealthCare Insurance Co., Anthem and Premera Blue Cross-have for years reimbursed for drugs purchased abroad for the convenience of travelers.

Wyckoff of the MSF says the FDA's implied threat to close down groups like his "doesn't change anything legally. This is a gray area of law we're trying to get clarified."

Seeking to change the situation, Congress passed a law in 2000 that allowed American-made medications to be reimported from abroad. It was not implemented - because, then-President Clinton explained, the final wording was "so full of loopholes" it could guarantee neither patient safety nor lowered prices. Another bill passed the Senate last year but died in the House. This year, Senate Democrats have included reimportation in their bill to add drug coverage to Medicare.

Taking a different tack, Rep. Bernie Sanders, I-Vt., is directly opposing the Glaxo ban. He has sponsored a bill that would make it illegal for any drug maker to prevent Americans buying drugs from Canada. "I'm outraged," he says, "that a huge company like Glaxo, which had profits last year of almost \$10 billion and pays its CEO over \$20 million a year, is trying to make it impossible for Americans to get affordable medicines from Canada."

While the law stays unchanged, and safety concerns remain, AARP says it does not encourage people to buy drugs from Canada. "However," says AARP Executive Director Bill Novelli, "it is a national embar-

rassment when Americans must [go to other countries] in search of medications they need at prices they can afford."

Meanwhile, many consumers pay little attention to the legalities of importing drugs. Asked whether she'd still do it even if the trade was declared flatly illegal, Sandra Barron says emphatically: "Yep, yep, yep." IS IT SAFE? Speaking at a Senate hearing last year, FDA senior associate commissioner William Hubbard said that "importing prescription drugs for personal use is a potentially dangerous practice." He and other witnesses gave examples of counterfeit, contaminated and otherwise harmful prescription drugs seized in the mail. Some originated from places like Southeast Asia - a notorious producer of fake "lifestyle" drugs like Viagra-and others from scam operations within the United States. None of those cited came from Canada.

"With a million Americans buying from Canada, I've not heard of one instance of impure drugs," says Sanders. Wyckoff and others who have worked directly with thousands of such customers say the same. That is not to say it couldn't happen. Wherever money is to be made, abuse will likely occur. As Hubbard pointed out, plenty of Internet sites already offer medications without requiring a doctor's written prescription-a clear violation of sound medical practice. But defenders of the Canadian trade say that the whole "safety" issue has become muddied because its critics do not distinguish the exploiters from reputable services run by licensed Canadian pharmacies.

"The drug companies would have you believe we're all renegades," says Andy Troszok, who runs an online pharmacy out of Calgary, Alberta. "But we are licensed pharmacists and professionals, and patient safety is our paramount concern," he says, referring to member pharmacies of the Canadian International Pharmacy Association (CIPA), a new group that he says is setting standards for the reputable side of the Internet trade. A key question is how drugs sold in Canada measure up to those sold here. In a 2001 official response to questions by Sen. Byron Dorgan, D-N.D., the Congressional Research Service confirmed that Canadian authorities regulate the quality of medications manufactured and sold there as rigorously as the FDA does in the United States.

Troszok and many consumer advocates also argue that the problem of Americans not being able to afford drugs at home is in itself a safety issue. "If we enable them to take their medications, aren't we enhancing their safety?" Troszok asks. He explained CIPA's standards at a recent "fact-finding" meeting in Ottawa attended by FDA officials, Canadian government regulators and representatives from the drug and pharmacy industries.

"An important point I put to the FDA," he says, "was that if our business is shut down in Canada, where will consumers go? To other countries that don't have the same level of regulation? And then will they have to deal with counterfeit medications from operations that are not legitimate?"

Though Glaxo said it imposed its ban "in the interests of patient safety," older Americans demonstrating outside the company's headquarters in Philadelphia accused it of being motivated by "corporate greed" in trying to cut off a pipeline on which so many Americans depend.

BETTER STANDARDS NEEDED Nonetheless, at present the FDA is correct in saying that people buy drugs from abroad "at their own risk" in terms of safety. While consumers can take some steps to avoid scams, calls are increasing for more regulation of all prescription mail-order businesses, whether they operate from abroad or within the United States.

One new group, the Internet Mail-Order Pharmacy Accreditation Commission (IMPAC), is developing a rigorous system of quality standards for American, Canadian and Mexican mail-order pharmacies. It is run by doctors and pharmacists from all three countries. IMPAC also aims to produce optical seals that cannot be counterfeited. Affixed to mailed drug packages, they would allow customs officers to see signs of tampering at a glance. Only mail-order pharmacies that meet IMPAC standards could use the seals.

IMPAC is the brainchild of Elizabeth Wenner, until recently president of the United Health Alliance in Vermont, a nonprofit physicians' group that runs Medicine Assist, a mail-order program for consumers to fill prescriptions in Canada.

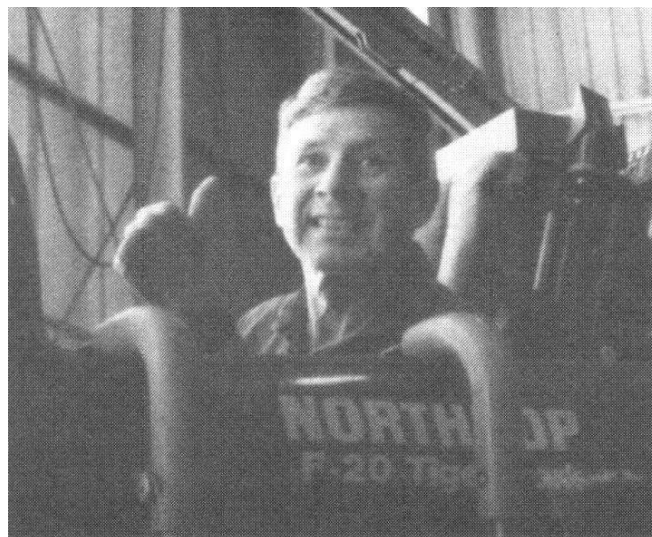
The new system would reassure patients and take pressure off government regulators, Wenner says. "If quality is really the issue," she adds, "then let's do it."

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IN MEMORIAM - NIXON GALLOWAY

On 27 January 2003, ASAA lost a dear friend and a superb artist, Nick Galloway, lost his long and courageous battle with cancer. A great many of his pictures have adorned the covers of the *RUPANEWS* including the one on this issue, regrettably none of them in color.

Nick was born in Los Angeles on 25 January 1927. He was immediately introduced to aviation by his father and grandfather, both pioneer aviators, and before his second birthday he had been exposed to flight in the Wacos, Swallows, and Stearmans that he came to paint so well. After high school graduation, he served for two years in the U.S. Navy, contributing his artistic talents to navy publications. While serving, he earned his pilot's license flying Taylorcraft and Porterfields. He considered a flying career but was deterred by the large number of experienced military pilots competing for relatively few post-war flying positions.



Nick attended Art Center from 1946 to 1949. There he met Marilyn, his future wife, lifelong companion, and fellow artist. They celebrated 53 years of marriage. He worked for Hughes Aircraft and for Fred Kapp Studio. Then, in 1961, he helped form Group West with ASAA Founder Ren Wicks and a number of well known artists. Over the long life of Group West, Nick's clientele included the aerospace industry, the airlines, and many non-aviation firms. His artistic legacy includes his forty-three painting "Nixon Galloway Collector Series" for United Airlines and his sixty painting "Wings of Agriculture" calendar series for Union Carbide Corp., twenty print editions, and classic aviation Christmas cards as well as a lifetime of paintings located throughout the aviation world. It also includes his books of superbly executed drawings created as his way of recording his travels; they are true treasures.

Always anxious to share his knowledge, his talents, and his desire to keep learning, Nick was a charter member of the Society of Illustrators in Los Angeles which he served as president and from which he earned a Life Achievement Award. He also served as the Society's Air Force Art Chairman for three terms after his first Air Force Art Tour in 1959. During his long service, he visited USAF bases throughout the Far East and contributed over 30 paintings to the Program. Nick became an active Artist Fellow member of ASAA immediately after its founding and here, too, he served with distinction as vice president, president, and as holder of the R. C. Smith Chair for a number of years. He organized the San Diego Forum, collected and supervised the "Brush Tips" column for *Aero Brush*, and played a variety of roles, including exhibit chairman, in the annual forums. He and Marilyn attended every forum, except Savannah due to his illness, and contributed greatly to their success.

In addition to their family and their art, Nick and Marilyn shared a passion for sailing, with the King Harbor Yacht Club near their home in Manhattan Beach, California, and among the islands of the Caribbean, and for skiing in the Sierra Nevada Mountains and elsewhere.

Keith Ferris says it best when he urges: "Keep on Painting. Nick."

In recognition of Nick's early rears in the Golden Age of Aviation and his love of painting the aircraft and scenes of this wonderful period, ASAA is planning to establish the "Nixon Galloway Golden Age of Aviation Award" to be presented to the artist best depicting the Golden Age at the annual forums, beginning in Ogden in June 2003. ASAA is actively seeking contributions to the fund designed to perpetuate this award. Contributions should be made out to ASAA and annotated "Galloway." They should be sent to Bill Kluge, Treasurer, 114 Rowe Drive, Poquoson, VA, 23662

BANKRUPTCY AND THE COMMON STOCK INVESTOR

By [Eric Gillin](#), Staff Reporter, The Street, 04/23/2003

If you own shares in a company that goes bankrupt, there is an excellent chance your shares will end up worthless. While there are exceptions to this rule, it's something that investors often misunderstand, in part because companies themselves usually emerge from Chapter 11. It's the common stock that almost never survives. When a company declares bankruptcy, it's because it owes more than it can pay. To extricate itself from this, it works with banks and other creditors to create what can be thought of as a new company that doesn't owe as much money. Almost always, that company is one that current shareholders won't own shares in.

"Our experience is that you get very little return on equity after bankruptcy," said Chris Stuttard, editor of BankruptcyData.com, a clearinghouse for corporate bankruptcy information. "Look at it like this. It was one company going in and becomes a brand-new company when it comes out. And more often than not, the company will decide to cancel the old common stock."

This is because when it comes to getting paid back, equity stakeholders are dead last in line, trailing banks and debt holders. This makes trading in potential bankruptcy cases, for instance AMR, a particularly risky proposition, since the downside could very possibly be everything.

Consider the case of US Airways, which entered bankruptcy last year and re-emerged as a new entity in the end of March.

A year ago, US Air shares were trading on the New York Stock Exchange as the company teetered into bankruptcy. After the company declared Chapter 11, the shares moved below \$1 and were delisted, but still traded as over-the-counter shares as recently as March. Once the company left the protection of bankruptcy, whatever stake you owned instantly became worthless – the company's old stock price is \$0 and it isn't listed anywhere.

Because it had so many subsidiaries and moving parts, US Air's plan of reorganization is rather complex, but one thing is clear: Investors got nothing. "All of the common stock was reinstated, but those common shares are worthless," said Stuttard. "They might have reinstated that stock for tax purposes, but investors got nothing."

In rare instances, investors can hope to get next to nothing, perhaps one share for every 10,000 they own. Say, for example, this was how a potential AMR bankruptcy turned out. With AMR shares currently at \$3.80 a share, if it declared bankruptcy and you owned \$1 million in stock at that price, you'd get 26 shares back once the company remerged. You may as well have been wiped out.

"Institutional investors understand it but more often than not, individuals look at a company a year ago, and it goes to a penny, and for some reason they look at it and think it's going to go back up," said Stuttard. "They don't understand what it means when a company is attempting to reorganize its balance sheet."

CLARIFICATION OF TRAVEL CHARGES & TAX FEES FOR RETIREES

In a recent telephone conversation I had with Linda Lister, "Manager of Travel Benefits & Relocation" she advised me that the following is contained in a letter that will be sent out to all active employees. There will be a similar letter sent out to all retirees. Cheers, *Cleve*

Employees on a leave of absence, laid-off employees and retirees are currently invoiced for travel service charges and applicable taxes and fees. Effective May 1, 2003, failure to pay these charges, taxes and fees within 90 days of the invoice date will result in revocation of all travel benefits. Travel will be reinstated only if the charges are paid in full and the employee returns to active employment. For retirees, all travel privileges will be suspended for 12 months for the first occurrence, while the second occurrence of non-payment will result in the loss of all travel privileges on a permanent basis. Remember that you are responsible for payment and for keeping your mailing address current in company records.

REUNION OF NAVCADS

There will be a Reunion of Navcads of all years in Pensacola, FL in 2004. To register and get information. PO Box 2488, Pensacola, FL 32513, Phone 877-333-4027, Email: info@masmanagement.com. Include Name, Address, Telephone #, Wife's name, Class #, first Squadron, and highest rank. Thanks, *Bob Campbell*

THE AXIS OF EXCESS

By [Joe Brancatelli](#), April 24, 2003

You can't watch the unfolding saga of corporate greed and malfeasance in the executive suites of the Big Six airlines without immediately thinking of snappy joke lines.

You know, stuff like Monkey See, Monkey Steal. Flying Pigs at the Trough. Or, my personal favorite: Barbarians at the Boarding Gate.

But this is not funny. While the greedy, amoral men who run the nation's largest carriers are looting their airlines, shareholder equity is being destroyed, good jobs are being lost, surviving rank-and-filers must bear draconian pay cuts, taxpayer dollars are being squandered and the nation is watching a huge portion of its airline infrastructure disintegrate.

It is a disgusting display. The buccaneers who run the nation's Big Six carriers are the American equivalent of the street mobs who looted the Baghdad Museum of its cultural treasures.

There's no difference between Delta chief executive Leo Mullin, who paid himself \$100,000 in cash bonuses for every \$100 million the carrier lost last year, and a street thug who stole a priceless Sumarian pot from the Baghdad Museum. United chief executive Glenn Tilton, who lived in an \$18,000-a-month condo on the company tab while the airline was hemorrhaging \$20 million a day during the winter, is no less reprehensible than the looter who carried Babylonian treasures out of the broken front doors of the Baghdad Museum.

Mullin, Tilton, Continental bully-in-chief Gordon Bethune, the current roster of fools who run Northwest and US Airways and even American chairman Don Carty, who these days looks more like a lost soul than a master corporate schemer, are all the same. They dress better than Baghdad street looters, but their mentality is the same. They are thieves.

The men who are running the Big Six into the corporate grave form a repugnant Axis of Excess. Nothing matters to them except lining their pockets and their retirement portfolios. The Axis of Excess has no sense of personal shame, no sense of fiduciary responsibility and absolutely no agenda except cashing out.

In case your attention has been diverted by the war in Iraq or the spreading SARS epidemic, let me give you a brief carrier-by-carrier recap of what has been learned as the Big Six have filed their proxy statements, 10-Ks, annual reports and other required Securities and Exchange Commission (SEC) documents.

AMERICAN AIRLINES American's parent, AMR, lost \$3.5 billion last year and yesterday it reported a \$1 billion first-quarter loss. After weeks of negotiations, promises that executives would share in sacrifices and threats of a bankruptcy filing, the airline secured \$1.8 billion in annual concessions from pilots, mechanics and flight attendants. Then the agreements imploded when American admitted in delayed SEC filings that it had shielded some of the pensions of the airline's top 45 executives from the effects of a bankruptcy filing. The top six executives were also offered "retention bonuses" of nearly twice their base pay to stay with the airline. Earlier this week, Carty cancelled the retention-bonus plan and apologized for misleading the unions, but he didn't repeal the trust that protects the executive pensions nor did he apologize for

About the Cover: McDonnell Douglas DC-8

The DC-8 inaugurated jet service in United's friendly skies in September of 1959, sixteen months after its maiden flight.

Second of the three basic 4-engined commercial jets designed and built in the United States, the DC-8 became the back bone of the United fleet.

In 1978 United announced the \$1.2 billion purchase to launch the proposed Boeing 767 twin-jet to replace the jet pioneer of the friendly skies. The DC-8 remained in service well over 20 years of service, relegating the venerable DC-3 to second place in the years spent on the line.

Technical Data:

Type:	129 passenger, 4-jet-engine airliner	Power Plants:	P & W JT-3/4
Span:	142'5"	Payload:	35-45,000 lbs.
Length:	150'6"	Range:	4-7,000 miles
Height:	42'4"	Cruising Speed:	545 mph

allowing the executive booty in the first place. Ironically, American has traditionally paid its top executives less than most other airlines and the newly disclosed perks pale in comparison to the lush programs offered to top officials of the other carriers.

CONTINENTAL AIRLINES After rashly promising that Continental would be in the black by last year's second quarter, the airline reported losses in excess of \$450 million in 2002. Last week it reported a first-quarter loss of \$221 million, sharply higher than last year's first-quarter loss of \$166 million. The airline now admits there is no chance for profit this year or 2004, either. How has Continental management reacted to the huge--and, to them, unexpected--losses? Well, Bethune gave himself a pay package of about \$7.6 million last year, more than 82 percent above his 2001 compensation. Along with stock options and other perks, Bethune's 2002 compensation was \$11.9 million. The airline's other top executives were proportionately rewarded.

DELTA AIR LINES I detailed the lavish awards made to Delta's top five executives in a column posted [last month](#). But just to recap: The carrier has lost \$2.5 billion in the last two fiscal years, including \$1.3 billion last year, when Mullin paid himself a \$1.4 million cash bonus. The excesses at Delta led Congress to write some minimal rules about executive payouts into its latest airline bailout package, but Mullin and crew seem blind to the rebuke. After taking a cosmetic pay cut last month, Mullin defended the airline's egregious pay packets and "retention" bonuses, claiming he needed to keep the executive team together. In other words, an airline that lost \$466 million in this year's first quarter--or the equivalent of more than \$5 million a day--just can't afford to lose the crack executives who are responsible for the carrier's alarming cash burn.

NORTHWEST AIRLINES Northwest was long ago looted by the departed Al Checchi and by current chairman Gary Wilson. During the 1990s, they funneled tens of millions annually out of Northwest to their private companies, claiming the payments were personal management fees. New management is no less abusive, however. The carrier lost \$798 million last year, yet chief executive Richard Anderson paid himself a cash bonus of 50 percent of his annual salary of \$500,000. He also received a retention bonus of stock worth almost \$2 million more. Northwest also paid out millions in retention bonuses to dozens of other top managers. This week, a Northwest filing with the SEC revealed that former Northwest chief financial officer Mickey Foret has been hired as a consultant. Foret was paid an up-front fee of \$240,000 and he draws a monthly stipend of \$80,000 through December, 2004. By the way, last week Northwest reported a first-quarter loss of \$396 million, more than double last year's first-quarter loss of \$171 million. It is also negotiating with its labor unions and rank-and-file workers, demanding almost \$1 billion a year in concessions.

UNITED AIRLINES United Airlines paid new chief executive Glenn Tilton nearly \$12 million to join the sinking ship last fall. He promptly ensconced himself in an \$18,000-a-month condo on the company expense account. Since his arrival, the airline has filed for bankruptcy and reported a 2002 loss of more than \$3 billion. His recovery plan for the carrier has been ridiculed by the government agency that administered the 2001 loan-guarantee program, United's bankruptcy-court judge and virtually any analyst that has examined it. He is also paying the McKinsey consulting firm a monthly fee of about \$1 million to help him develop a carrier-within-a-carrier even though United has already failed with an earlier attempt to create a low-fare unit. Meanwhile, United employees, who once owned 55 percent of the carrier in exchange for massive wage and benefit concessions granted in the 1990s, have lost all their equity. They have also been forced to accept billions more in concessions as United used the shield of bankruptcy court to break or renegotiate their contracts. Of course, all this comes against the backdrop of the tens of millions former United boss Steve Wolf paid himself while he ran the company.

US AIRWAYS US Airways was driven into bankruptcy by the aforementioned Wolf and his team of cronies. They paid themselves hundreds of millions of dollars during their disastrous six-year regime. They subsequently retired, but not before the airline paid out \$35 million in lump-sum retirement benefits to Wolf, former chief executive Rakesh Gangwal and Larry Nagin, the airline's former top legal official. After declaring bankruptcy, the airline terminated its pilot's pension fund. Retired US Airways pilots now face pension cuts in the neighborhood of 70 percent. Meanwhile, the new management team continues to reward itself lavishly. The current chief executive, David Siegel, received 2002 compensation of \$533,000 in salary, a cash bonus of \$750,000 and more than \$160,000 in other compensation. Other notable figures in the

airline's SEC filings: US Airways paid Siegel \$68,000 in moving expenses last year. The new chief financial officer, Neil Cohen, received \$40,640 in moving expenses. That's about the same amount a senior flight attendant at US Airways now earns.

One final note. Remember that 2001 taxpayer-funded airline bailout of \$4.5 billion? Hawaiian Airlines received about \$30 million of it, but that didn't help the carrier avoid a bankruptcy filing last month. Boeing, which is one of Hawaiian's biggest creditors, wants the carrier's management removed. Boeing claims Hawaiian's management paid out more than \$25 million via a tender offer last year as a "reward" to shareholders. In a filing with the bankruptcy court, Boeing adds that members of Hawaiian's management and their affiliates received more than 69 percent of the \$25 million tender. In other words, Boeing believes Hawaiian's management personally pocketed more than half of the \$30 million in taxpayer grants.

FLIGHT OUT OF TROUBLE LOOKING UP AT UNITED

By Susan Chandler Chicago Tribune staff reporter April 20, 2003

Ever since United Airlines filed for bankruptcy in December, rivals and some financial analysts have painted a doomsday scenario for the carrier.

It goes like this: United fails to meet one of the tough monthly cash flow targets set by lenders. Then lenders foreclose on United, and the nation's second-largest airline suddenly is out of business.

Early on, industry experts thought United might fall short as soon as February. Others opined that March was more likely. Just last month, Fitch Ratings predicted United might miss its April target, giving lenders the right to accelerate payments, "which in turn would likely force a liquidation of the airline."

Instead, United is flying higher than most everyone expected, and its lenders say they are extremely pleased with the company's progress.

"We knew conflict in Iraq was possible at the time the company filed, and we tried to anticipate other negative events," said William Repko, spokesman for J.P. Morgan Chase, one of the lead lenders of United's \$1.2 billion debtor-in-possession loan.

"Against those uncertainties, you have to measure progress a little bit at a time, and the achievements of United's management and the unions are significant positive developments."

Of course, United remains in a fragile financial state, and new negatives such as another terrorist attack or more violence in the Middle East could further drain its cash hoard and imperil its future.

But for now, there's some good news. Domestic bookings have rebounded strongly since U.S. forces took control of Iraq, according to Jake Brace, United's chief financial officer. Even traffic to Europe is coming back.

"That's obviously very helpful to the revenue environment," Brace said in an interview last week.

And more help is on the way from Washington. United likely will receive between \$300 million and \$400 million in federal aid as part of the recently passed funding package for the Iraq war.

Add to that falling oil prices, which benefit Chicago's hometown airline disproportionately because United was unable to use the capital market to hedge its fuel costs, and suddenly things don't look so grim.

More important, United has come to terms with its union employees about long-term cost cuts needed to return the carrier to profitability. And it accomplished that without the bitterness that followed the concession negotiations between American Airlines and its union employees last week.

After threatening to file for bankruptcy on Tuesday, and again on Wednesday, American wrung \$1.8 billion in annual labor cost cuts. But then on Thursday, word spread about a special pension plan that protects American's top 45 executives.

American's flight attendants, pilots and mechanics felt betrayed, some calling the pension deal "egregious and disgusting."

In contrast, there was little rancor after United reached agreements with its unions that would cut \$2.56 billion in annual labor and benefit costs, reducing its \$7 billion payroll by more than 36 percent. The airline's powerful pilots have ratified their agreement. Three other unions are scheduled to vote by the end of April.

One sign of United's confidence in the future: The airline told employees Thursday that it won't have to invoke special war-related emergency pay cuts that it mentioned as a possibility last month.

Still, not everything is rosy. The war severely reduced international travel, one of United's strong suits. And the killer pneumonia known as severe acute respiratory syndrome, or SARS, has put business and leisure travel to Asia in the deep freeze, hurting United more than others because it is the largest U.S. carrier to

Asia.

United announced last week that it was cutting its schedule 12 percent in May--extending 8 percent world-wide schedule cuts in April and adding another 4 percent because of the impact of SARS and the war. All those variables have outsiders guessing at what United's operating report for March and April will look like. March results won't be released until the end of April. April results won't be known until the end of May.

"The question is, are they ahead or behind on the forecast at this point?" asked Philip Baggaley, airline credit analyst with Standard & Poor's. "The damage from the war is broadly in line with what U.S. airlines expected before the war, but fuel prices are a big positive. And SARS is still unfolding." If United continues to clear its hurdles, it is likely to be "a close thing," Baggaley predicted.

Clearing targets

At United's Elk Grove Township headquarters, there's a lot of talk about "headroom" these days. Headroom is the amount by which United has cleared its financial targets.

There was good headroom in January and February, Brace said. March was tougher because of the war but still decent. Brace said he isn't worried.

"The covenants are there to make sure we're proceeding on a good path. They're not there to punish," Brace said.

Maybe not. But when a financial adviser to one of United's unions saw the terms of the debtor-in-possession loans last year, he shuddered.

United has to show a shrinking cumulative loss every month beginning in March, which means generating a positive cash flow as measured by an arcane accounting term known as EBITDAR, or earnings before interest, taxes, depreciation, amortization and aircraft rent. For a company that lost \$3.2 billion last year, becoming cash-flow positive in a few months is no easy task.

In February, the cumulative loss figure is \$964 million. In March, it's \$881 million. The negative numbers continue to get smaller until October, when United is expected to generate \$46 million in positive cumulative cash flow. One month later, that increases to \$112 million.

Meeting those targets is especially important later this year because United has access to only \$500 million of a \$1.2 billion credit facility supplied by a financial consortium of J.P. Morgan, Citibank, CIT Group and Bank One. To draw down the next \$700 million, United's cumulative cash flow must turn positive.

To protect themselves, the lenders demanded many of United's unsecured assets as collateral, including aircraft, spare parts, international route authorities and some airport slots.

Even if United did violate one of the loan covenants, its lenders likely would renegotiate, not pull the plug. "I would guess that 15 to 20 percent of credit agreements have to be modified by amendment or waiver," J.P. Morgan's Repko said, "so this is not a rare event. Generally, banks work with their borrowers to modify covenants ahead of time, so that an event of default does not occur."

Some analysts have worried that the wide syndication of United's DIP loans--more than 25 institutions hold a piece--would make a waiver or amendment tougher to get. But that really isn't a problem, financial sources said, because only a handful of institutions hold the bulk of the loan, and voting power is measured in dollar terms. Only one dollar more than 50 percent is needed to waive or modify the loan agreement. Besides, with 800 jets already parked in the desert, no one has any reason to want United's collateral.

"People haven't been real excited about picking this stuff up," said William Swelbar, managing director of Eclat Consulting, an economic and financial consulting firm to the airline industry. "I just don't believe that if they miss one covenant, there's a rush to put a padlock on the gates in Elk Grove Village."

Ties to Bank One

Bank One, in particular, has strong reason to want United alive and flying. Chicago's biggest bank provided United with a smaller, \$300 million debtor-in-possession loan that has become known as the "baby DIP." Also, its Mileage Plus Visa card, which racks up miles on United for every dollar spent, is one of its most successful products. If United went away, so would the card.

That would result in a write-off of "several hundred million dollars not related to the DIP financing but to the various costs associated with discontinuing and trying to replace the United Rewards program," Bank One Chief Executive Jamie Dimon told shareholders in a letter.

He concluded: "It is in our interest that United return to full health."

LETTERS

EDWARD P. AKIN—5500 Gold Hill Rd, Placerville, CA 95667 61-94

Dear Cleve & Group, It looks like my 3-way bypass has worked well. I'm back at work doing all the things I like to do – i.e. eat, sleep, and play in the sand box with my antique trucks and tractors.

Ed

MICHAEL D. ALLUM—12359 N. Copper Spring Trl, Oro Valley, AZ 85737

AZallum@aol.com

Cleve, as they say, the check is in the mail. Since escaping three years ago on Leap Year Day, the pace seems to only go faster (maybe it's the Corvette). Shannon and I are enjoying the sun in Oro Valley (Tucson) and I am busier than ever.

I'm working with a group of entrepreneurs helping people exit the rat race before their companies do the UAL auger in. Also, those whose jobs have disappeared over the last few years have found this to be the answer to the loss of income associated with that type of event. As the UAL debacle unfolds, this business offers the opportunity to finally create that permanent residual income we thought we would have with United. Through the marvels of electronic marketing through an internet virtual mall, you can purchase all of your normal consumable goods and pretty much anything else that you might. Through our networking affiliations with companies like Gateway, IBM, Bass Pro Shops, Office Max, Disney, , Altacor, KB Toys, GM, Chrysler, Ford, Magna Bloc, Ocean Essentials, Nutrilite, and about 80 more, you can get all of your normal everyday purchases and get paid for buying at your own store. If anyone is looking for that type of income, you can call me at my toll-free: 888-821-2269 and I will call you back (as soon as I get back from Cabo). It is fun making money. The other thing I have been doing is volunteering with the American Council for Personal Safety. This is an industry sponsored non-profit providing free educational seminars for home and personal safety. With crime on the rise (up 4% in Tucson the first 6 mo. of 2002 and 8% in Phoenix in 2002), this class helps prevent the likelihood of you being a victim. 98% of crime can be prevented by knowl-

edge and training and this class teaches how to make the criminal look for a victim other than you. Same phone number--Have Corvette and projector, Will Travel. My best regards to everyone and hope all are well. *Mike*

DAVE ANDERSON—190 Hamilton Ct, Bermuda Run, NC 27006 capandy10@aol.com

Sent check to Cleve, keep our great newsletter coming. A big thanks to all of you who do all the work so we can keep up with the great guys we worked with.

Almost 15 years since retirement, seems like yesterday, but thank goodness for good health, and the foresight of those that worked so hard through ALPA to provide us with our pension and health care benefits.

Had quadruple by-pass on the old ticker last September and doing just fine, a result of type II diabetes, and maybe a little too rich a diet over the years. At any rate, I now am devoted to a life style of eating well, and exercising properly. Got my weight down to what it was when I was hired and I feel great. Golf a lot, not any better, but not too much worse either, thanks to handicaps I hold my own. On our other BIG problem, we can only hope that the finest Airline in the world will not perish. Looks as if AMR will soon be going through the same process, maybe someone in Congress will realize what a great asset to our country a strong Airline Industry is, and provide some relief to help it survive. *Dave*, EWR-JFK

PAUL O. ANDES—4381 SE Coventry Ln, Stuart, FL 34997, PIT, DCA, ORD

A quiet year began with the purchase in January of a new Dell desktop with all the bells and whistles. The headache and frustrations were free and compounded by a new HP 4-in-1 scanner, printer, copier, and FAX.

Sometime early in the year the decision was made to surrender our position in MIA, wave the white flag and move out of the third world back to some place where people still looked like us, talked like us and had some modicum of civility, honesty and good old American values which led to several trips to North Carolina and Northern Florida looking for a place to move. Eventually we settled on Stuart and a small pure golfing community called Willoughby Golf Club. So, here we are two ex sail-

ors in a pool of snow birds that do NOTHING but play golf and there is no handicap high enough for us.

A two week self driving trip to Ireland in September, a Navy VX-6 reunion in Pensacola in November and a family Club Med over the Christmas holiday at San Salvador Island in Bahamas finished out the year. Early January 03 we caught the next to last UA flight Santiago Chili and on out to Easter Island for four days. Figured I was never going to get there in my own boat and would never be any closer so why not. On our return to Santiago, we boarded the Royal Princesses for a 14 day cruise down the west coast of Chili, through the Straits of Magellan, the Beagle Canal, around Cape Horn in typical Cape Horn weather, Force 10 (48-55 knots) maybe some 11 out to the Falklands where we were supposed to land but did not due to the heavy seas and storm conditions, back to Montevideo and disembarked at Buenos Aires. Business class home. A good year with everybody healthy.

Hope we can say the same this time next year and include our airline as well. Regards to all. *Paul*

DAN BARGAR—1731 Escalero Rd, Santa Rosa, CA 95409

73412.2230@compuserve.com

2002 was surely a year to be thankful for Medicare and Blue Cross. The year started quietly enough with an 18-day cruise on *Seabourne* from San Francisco to Sydney. Got to see some places neither Chris nor I knew existed. Christmas Island, Ille de Pins, Apia Western Samoa, Noumea New Caledonia, Vanuatu and five days in Sydney. Great town, great seafood, great hotel and even saw a wonderful opera. United ticket office said if we waited the five days we would be sure to get business class back home and it worked. I did spend three days in our cabin but thought it was just some bad ice cubes. Chris made me see our cardiologist when we arrived home, and he said a stress test showed I had had another small heart attack. That makes two, so hope it's not three times and you're out.

Then in the spring, Chris began experiencing severe back pains. Her doctor treated it as a pinched nerve. After a number of physical therapy treatments to no avail, an x-ray showed she had a very bad infection in the lining between her right lung and the sack around it. The infection was forcing the lung up into her shoulder. So after an hour on

the operating table and a 9 inch scar across her right side and back, they were able to get all of it out by going between the ribs. Since she was on a ventilator for several days, it nicked a vocal cord so she squeaked like a Disney character. Back to surgery again to remove the growth.

The rest of the year passed by without incident, and happy to stay away from airports.

Thanks again to Cleve, Jock and folders & stuffers for their great work. *Dan*

RICHARD A. BODNER—3060 NE 45th St., Ft. Lauderdale, FL 33308 dickbodner@aol.com

Dear Cleve: May marks the first anniversary of my retirement. What an adjustment! There are significant parts of the job that I still miss and others that I'm very content to live without. I would imagine that almost everyone experienced similar feelings. First, things I don't miss: Revisions, Security Checks, Commuting, PC's, Crew Meals and long duty periods. Things I miss: Friends, small bars of soap, pre-read newspapers, singing at The Cage and The Truck. At first I didn't know what to do with myself when I awoke in the morning, then I discovered I could tune in to the Jerry Springer show at 9AM for some really first-rate entertainment. I then go right from there to watching the stock market decimate my remaining "B" plan money on CNBC. What fun! Next I get on the computer and read a seeming endless supply of tasteless jokes (which I thoroughly enjoy) and pass them on the less fortunate souls on my email list.

Lots of friends have retired this year and we've enjoyed going to their retirement parties. Also took a free 8-day cruise on Carnival's Legend. Soni works for Carnival and gets two free cruises a year. I was very fortunate that she asked me to go along with her. We also spent some time in Costa Rica where we have a home on a little cove on the Pacific. Our oldest son lives just five miles away in Jaco Beach so we're able to visit with him when we're there. We spent Christmas there last year and really enjoyed it. I have cultivated a taste for rice and beans should it become necessary to move permanently to our "Casita" if UAL ends up in Chapter 7.

Thanks to everyone who makes the *RUPANEWS* possible! *Dick*

GEORGE W. BRINKMAN—6751 E. 1000 N., New Carlisle, IN 46552

Hi Cleve, Here's this years postage and some coffee money WOW what a year. It's been great for me and my family—but a tough one for our company and our nation. I'm sure both will come out o.k.

By the way---what are some of your neighbors there in California on??? In one "peace" parade in San Francisco, I saw a sign that said "Bush is worse than Hitler" and right next to her a sign that said "I love Saddam"??T?? Amazing---In the last 15-20 years--we've had many terrorist acts against our nation---and the president has always come on TV and said that "the ones responsible will be caught and punished accordingly". Then---nothing was done---Ho Hum---But finally, we have someone who is doing something!! God speed.

I'm sorry to report that the French got some of our money last Fall as we took a canal barge trip through the Burgundy Valley. There were 16 of us with our own chef---bikes on the barge for exploring villages, etc. It was a coincidence that there were two other United couples amongst us. Doug and Ann Gaff (retired) and Richard and Clarita Kaapuni, based in SFO.

We also had a great trip to Costa Rica--3 weeks there--two weeks on the Pacific side and one week on the Caribbean side. We especially enjoyed staying a few days at the Arenal Volcano Observatory, with a wonderful view of the active volcano (goes off about 5 or 6 times a day) and a great view of Lake Arenal. The Tabacon resort was close by with the world famous hot springs. The "airline special" was found across the road from the resort, where for \$7 you could enjoy the beautiful garden setting and bathe/relax in the hot spring water. If interested in the observatory (www.arenal-observatory.co.cr). We suggest units 10a, 10b, or 33. \$95 per night. These give you the greatest volcano views from the room. You don't need 4 wheel drive to get to the observatory.

It was generally warm and sunny on the Pacific side but the Caribbean side was warm and rainy. The only way to get to the area we visited on the Caribbean side (Tortuguero) was by boat. Not a putt putt boat, but we went speed boat speeds down rivers and canals to reach our resort carved out of the forest. It was called Turtle Beach Lodge which was very close to the Caribbean ocean. The resort is there mainly to observe the big green sea turtles that come in to lay their eggs on the beach. The ex-

perience was fun. If interested, (www.turtlebeachlodge.com)

Our son Kellon is a sophomore at Embry Riddle in Daytona Beach. He just finished his commercial rating and is now in multi-engine. His timing for an airline job looked so good two years ago---whatever?--We'll see what happens in two more years when he graduates.

One more event I must share with you. I flew the F100 for 9 years in the Air Force from '57-66. Last summer I met a man who owned an F100F (a 2 seater). Since I had over 1000 hours as an instructor pilot in the airplane, he let me fly it from the back seat. I made the take off---flew for an hour and made 3 touch and go landings and the full stop and he didn't have to save the day once. I was pleased that I could still do it. It brought back many memories. He said there were only two F100's still flying.

My 2 cents worth on profiling passengers at the gate. All 19 terrorists were from the Middle East---all were Muslims--and 17 of them had the name Mohammed. Let's check every one of these people out before they board. If the hijackers had been 7 foot, red headed, blue eyed Caucasians, then wouldn't it make sense to check out the 7 foot, red headed, blue eyed Caucasians before they board the plane? Make sense to me!!!!

Hopefully by the time this gets in print, we will have a complete victory in the Iraq war. The people there will be liberated and the terrorist will have one less place to hide.

Happy Landings, *George* ORDFO & *Shannon* ORDSW

HARLEY L. BROWN—17050 Arnold Dr., Apt. #F-209, Riverside, CA 92518
'51 – '80 LAX, SFO

Hello Jock: In May 2002, Air Force Village West decided to interview an ace fighter pilot, and they picked me. They named it "An interview with an American Ace" for channel 3 here at Air Force Village West. It ran for 47 minutes and turned out very well, in fact, very professional.

Col. Fred Leiby, my interviewer, and I did some research before the program, and found out that during all of America's wars there were 3,456 Congressional Medal of Honor winners and only 1,442 American fighter aces; close to 2½ times as many Medal of Honor winners as aces, and they needed only one episode per award, whereas it took five

episodes to be granted ace status. After finding that out, I feel more honored being an ace than had I been a winner of the M of H.

The tape covered my toughest battles in my P-51 Mustang over Germany in WWII and my six careers. I never could hold a job very long, except my 29 years with UAL. I never thought I would reach 80, and here I am at 81.

I found out how to beat my age at golf – play pitch & put par 3 courses!

Cheerio, *Harley* “The Red Baron”

MALCOLM C. BROWN—3757 Notre Dame Ave, San Diego, CA 92122

Hi Cleve, Your RUPA check is in the mail--ahead of my birthday for the second straight time. Looks as if my memory is getting better in my old age, right? Fat chance--but I did post a good cardiogram earlier this month, so I intend to be around for the memory test again next year.

Once again, our thanks to the Stuffers for the pleasure of staying in touch with the *RUPANEWS*. *Mal*

LEWIS BRUBAKER—9860 White Sands Pl. SE, Bonita Springs, FL 34135

Dear Cleve, Boy, another year down the drain. They go faster and faster. All is well with Carol and me. We enjoyed the cruise and are sorry to hear about the lack of support for the next convention.

Thanks to Jock and all the people who put in all their time and effort on the *RUPANEWS*.

We have two trips planned for this summer. One to Kalispell MT to get our granddaughter married and to meet our 2nd great-grandchild in May. Then in August we plan to go to Jackson Hole WY to a Brubaker family reunion. We think there will be close to two hundred of us there.

Sincerely, *Lew*

IVORY & PEGGY BRUMMET—302 Foursome Dr, Sequim, WA 98382

I am so proud of myself. This will be one of the few times the yearly letter will have been sent before the deadline. We have done very little traveling in the past year. A couple trips to Wisconsin to visit Peggy's family and a few local jaunts have satisfied our lust for travel.

I was taken down for awhile with a light heart attack, about 6 weeks ago, so my Cessna 182 is sit-

ting idle in the hangar. I have been encouraged to try to get my license renewed in about 6 months, so we'll just see. In the meantime I'll just lean on some of my friends for rides.

Thanks to all who keep the *RUPANEWS* coming.

It's a great publication!! *Ivory & Peggy*

BETTY MORGAN BRYAN8311 Vandermark Rd E, Sumner, WA 98390 bettybryns@aol.com

Sorry I'm so late with renewal but the check's in mail. I have always enjoyed reading the *RUPANEWS*. Since I was with UAL for years as an agent at the LAX Intn'l I met so many flight operations people and I enjoy reading what many of them are doing and where they are.

Reading the news brings back many memories from the late Gil Sperry who would take a couple of us agents soaring in HNL, the late Isabelle Angstadt, who was my mentor, and reading about Stu and Annie Carlson in PSP to Al French who tried to teach me triads in music, and glad to read he's enjoying music in FLA.

Glyn has been gone almost 2½ years now and I still have our 20 acres and still selling Christmas Trees. Afraid I might become frivolous after Glyn's death as I was told some widow's do, I quickly bought a small cottage on Lake Tapps (it's my hideaway - only three miles from here) and bought 20 acres in Okanogan with a small cabin for our son who is now 21 and getting married in August. That way if I decide to sell this 20 acres as it's getting to be a lot for me to handle at my age, we'll have something because, as most of us have learned, we can't rely on the stock market or UAL apparently.

Eric Malm, a close friend, usually keeps me informed as to what's happening with UAL; and although I check out the websites, I truly like reading the *RUPANEWS*. The "Gooney Birds" in SEA have a lovely luncheon in May which includes ladies and they so generously invite the widows. So that's a nice source for camaraderie and up-to-date news. Thanks for all the effort and time that goes into publishing the *RUPANEWS*. *Betty*

FRANK A. BUTCHART—215 Angela Dr, Los Altos, CA 94022

Another year gone by, and check to Cleve for the best bargain around. Thankfully, we're well, do some traveling and keep busy, but still have time to enjoy and appreciate the excellent results of your

efforts. Thanks to all, *Frank*

FRANK CALDERARO—1753 Woodfield Rd,
Martinsville, NJ 08836

Less than two weeks late – not bad for an “old
guy”. Eleven years retired from UAL – still sound
body and mind (?). Haven’t done any flying for a
couple of years – do miss it but probably a lot safer
for any who might have had to fly with me.

Cecille and I doing lots of traveling enjoying fam-
ily and visiting old friends. Let’s hope “Mother
United” survives! *Frank*

BILL CHERWIN—9 S 040 Stearman Dr, Naperville,
IL 60564

Jock and All, This ends my 4th year of retirement.
Seems like yesterday, but time flies when you are
busy.

Still flying with the Lima Lima Flight Team, and
am the only original member still with the team.
Since 1988, we have flown airshows from Anchorage
to Santo Domingo, from Medford, Oregon and
Seattle, to Sussex New Jersey, and from London,
Ontario and Saskatoon to Las Vegas.

Last December, I was attending an Airshow Con-
vention in Las Vegas, and met with Lloyd Whit-
low. We toured the convention for a couple of
hours, where I introduced Lloyd to various warbird
folks, including Paul Tibetts. Also got Lloyd to tell
us how he bombed the Berlin Zoo from a B-17 in
WWII. Fun afternoon. Regards, *Bill*

CHET HECTOR—4839 Cabrillo Pt, Byron, CA
94514 ccbhector@aol.com

Dear Cleve: Check is on its way. Barbara and I are
doing fine. We had a good year--a little busy but
fun. We had our four weeks in Kona, a couple of
cruises on the boat, and then off to North Dakota in
the motorhome. The little town where I grew up
had its centennial celebration. This small town of
365 had about 800 people come to the centennial! It
was a lot of fun, and I saw some people I hadn't
seen for over 50 years! From there we went to Seat-
tle to check up on young grandsons and family. We
pent the balance of the summer at home. When No-
vember approached, it was time to head south to
the desert for the winter.

All is going well and thanks so much for all you do
for The RUPANEWS. *Chet & Barbara*

CARL R. CHRISTIANSEN—583 Douglas Ct,
Incline Village, NV 89451

Hi Cleve, Well the first year of retirement is com-
pleted and it’s been great. Still miss the airplanes
and fellow crewmembers, but not the revisions,
PC’s and UAL management! Too bad United can’t
find a good management team!

Fishing has been great and so is the “extra” golf,
and with two vintage British cars to race this season
it it will be a busy year. The Sunbeam Alpine and
Daimler SP250 will be out on the track as much as
possible.

Just returned from Auckland, NZ on one of the last
flights United will fly there until pulling out. Won-
derful weather and always great friends to visit in
the land of the Kiwi’s.

Hope United will still be around years from now so
we can take advantage of the travel benefits we’ve
all earned.

Best of health to all fellow retirees. *Carl*

GARRY R. CLARK—HC 6 Box 260C, Doni-
phan, MO 63935

Good Morning Friends, Here's a scary thought.

The people who are teaching our new CEO the air-
line business are the same chowderheads who have
been running UAL for the past decade or longer!
In my opinion UAL still has too many airplane
types. They only need the B757/767 and the B777.
Get rid of everything else. The board of directors
also needs to be replaced.

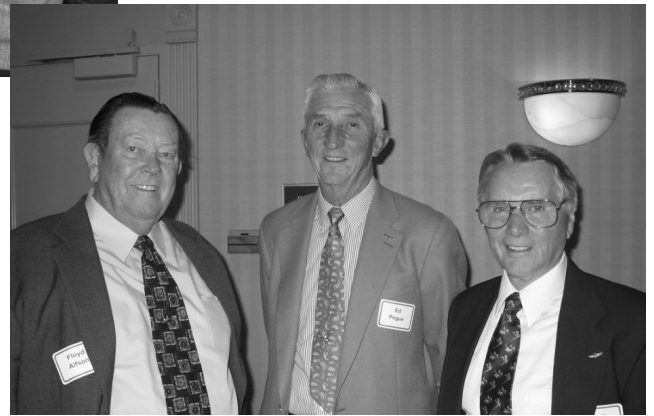
Things are going along well on the Clark farm al-
though watching the cows eat grass isn't all that ex-
citing. We did manage to take a vacation for the
first time since I took early retirement 3 years ago.
In March Aer Lingus had a \$99 fare from ORD to
Dublin (DUB) so we jumped on it. Told my son
and his wife who live in LA and they got a \$149
fare from LAX to DUB (Yes, Aer Lingus flies
LAX - DUB). So, we all met in Dublin got in our
VW rental van and took off without any plans or
reservations. It was really wonderful...the food has
improved dramatically since I was last in Ireland.
As good as, if not better, than anything I've had in
Paris. The roads away from the big cities are still
horrible but, that's part of the charm of Ireland.
The people are very friendly, Guinness is still the
nectar of the Gods, the scenery is awesome.

www.aerlingus.com always has the lowest fares.
Some comments about our flights. We took UAL
from STL to ORD. My aisle seat (last row in
coach) had no armrest and there was white tape all

BOY'S NIGHT OUT 2003 at the Gateway Sheraton, San Francisco International Airport

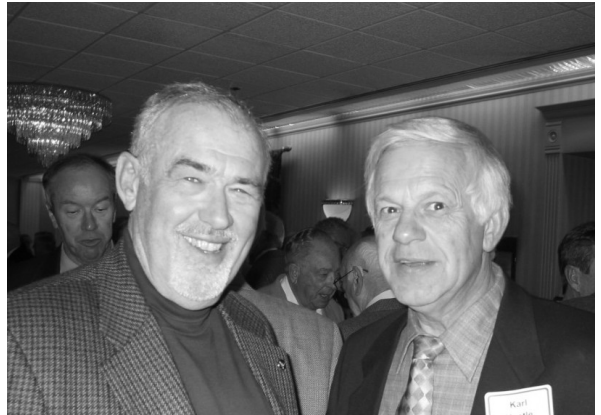
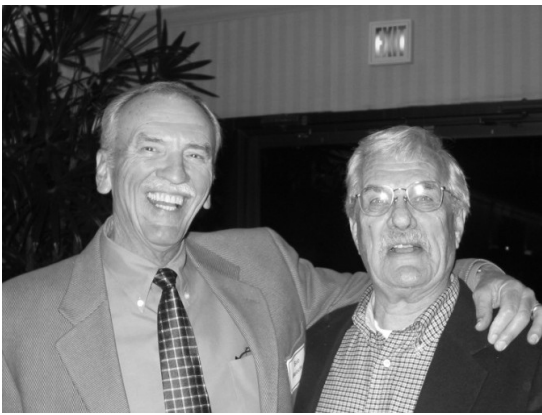
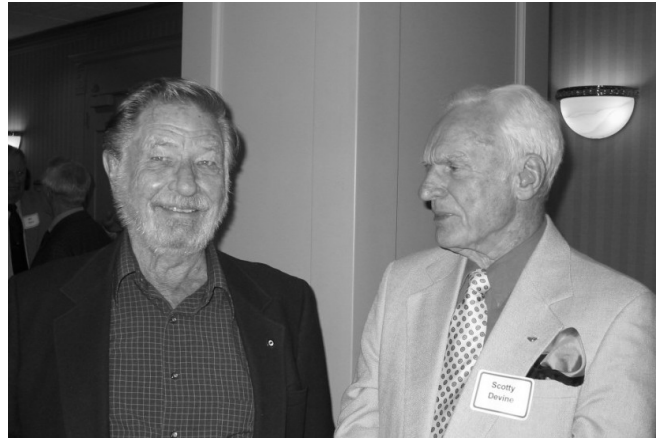


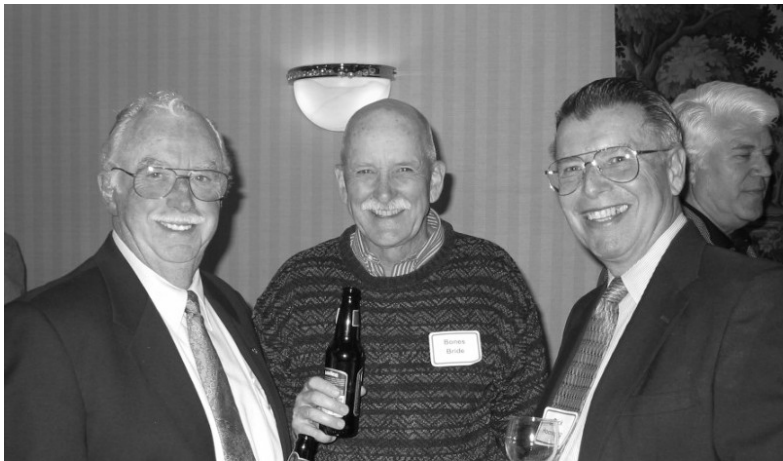
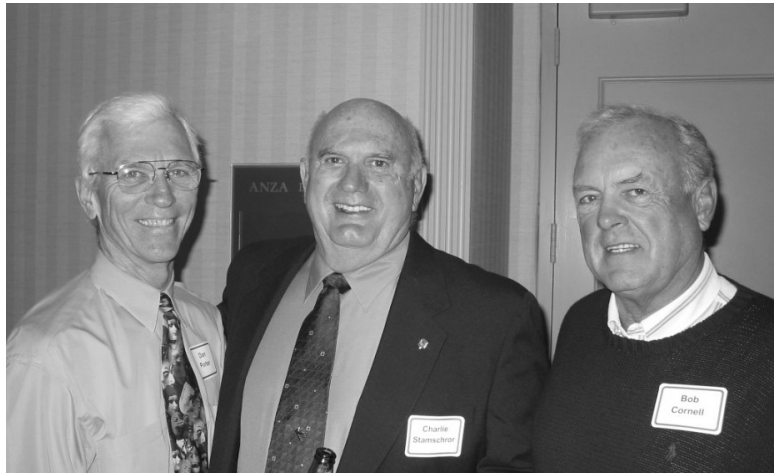
➤ Some of the boys ◀



Good Friends, Good Food and Drink, Good Times

May, 2003 RUPANEWS





>>>>
 > **Sid Nelson** -
 Our oldest pilot
 in attendance -
 98 years old



The Boys in the pictures, clockwise from upper left.

Page 1:

- 1) Bob Callaghan, Frenchy Bougeois, Marty Berg, Cleve Spring, Lee Higginson, Howie Jundt
- 2) Dave Mackie, Kal Kalpin
- 3) Floyd Alfson, Ed Pogue, Cleve Spring
- 4) Craig Julsgard, Buddy DeCosterd, Larry Wright, Tom Lambrick
- 5) Mike Donnelly, Barrie Nelson, Bob Carlson, Barry Hamley
- 6) Bud Schwartz, John Young, Dean McGiven
- 7) Harry Oas, Tom Bredis, Larry Muzinich
- 8) Jerry Poulin, Joe Ferrie, Bryne Sands, Scotty Devine

- Page 2: 1) Steve Fusco, Neil Brooks, Milt Jines 2) Cam McEachern, Scotty Devine 3) Walt Blasek, Howie Jundt, Harry Stonelake 4) Floyd Alfson, Larry Wright, Don Krull, Bob Niccolls 5) Dave Stolp, Karl Kastle 6) Willie Sharp, Joe Ferrie, Bill Smith 7) Bob Meloche, Barry Edward 8) Harry Orlady, John Clifford

- Page 3: 1) Jock Savage, Duke Miller, Ken Ledwith 2) Bob Donegan, Bill Authier 3) Dan Porter, Charlie Stamschor, Bob Cornell 4) Ken Breitschopf, Jim Cross 5) Bill Cook, Bill Horn, Wally Amling 6) Sid Nelson 7) Bruce McLeod, Bones Bride, Dick Hooning 8) Russ Cottle, John Wisda

- This page: 1) Rich Bouska, RUPA President 2) Cliff Sheppard, Flight Manager at SFOFO, Guest Speaker 3) Sam Cramb, BNO Chairman 4) President Rich Bouska presenting award to Immediate Past President Bill Smith in recognition of Bill's years of service as RUPA President.

BNO 2003 was a great gathering and the best attended in the past three years. The Sheraton did a super job with the food, service and accommodation. A pleasant addition to the group, filling about two tables, were the Tracey Aces. Our guest speaker brought us up to date on the UAL bankruptcy from a Flight Office perspective and did a commendable job of handling an extended question and answer session.

Our own Father Bob (Donegan) was kind enough to extend a "Boy's Night Out" special to the group, featuring absolution for the entire weekend. Bob brought with him a display of memorabilia of United Airlines featuring vintage advertisements, post cards, maps and much more. The display was well received, Bob is still adding to it and hopefully we'll see it again next year.

See you at Boy's Night Out in 2004!, *Sam*

Many thanks to Barney Hagen for the photos and to Barney and Cam McEachern for acting as greeters.

CONTINUED ON PAGE 28

over the area where the armrest used to be. The seat in front of me had an armrest, but it was covered in the same white tape. Those of us in the last few rows could easily hear the flight attendants talking about their dating problems. The passenger in front of me rang her call button, but the flight attendants never noticed. Well flown by the pilots. ORD - DUB Aer Lingus A-330. My first time on a 330. Very comfortable, pleasant interior. I was, however, a little disappointed in seeing there were no red haired, freckled flight attendants. The seat belt sign went off at about 10,000' and, unlike my North Atlantic crossings in the winter, remained off for the entire flight. Excellent food for coach. Beautifully flown approach into DUB. The return flight DUB - ORD was also glassy smooth with pleasant flight attendants and decent food. Our plans were to catch a UA Express flight ORD - STL but the agent was buying off full fares so we went over to American and got our seat assignments right away (ID90). I was amazed at the legroom on the American MD80. Much more comfortable than UAL or Aer Lingus. If I were paying full fare I would have to go on American. Why hasn't UAL ever flown to Ireland? I've thought about retiring in Ireland for years and that feeling is even stronger now. Next year we may be writing you from the Emerald Isle.

Good health and happiness to you all... that is all that matters in life! *Garry & Carol*

MICHAEL CONDE—3873 North Cresta Ct, Thousand Oaks, CA 91360

Dear Cleve, It has been a quiet year at our house with very little travel. We did manage to put a few thousand miles on the motorhome, but nothing special. We share good health and big bellies. I spend most of my time maintaining the toys.

Don't let the bad news at United get you down, we all knew that aviation was an unstable occupation when we signed up. Just think we could have joined the army! Best to all, *Mike*

BEN H. CONKLIN—3206 Divot Rd, Sebring, FL 33872 htyn39a@aol.com

Hi Jock and all. Birth month number 81 and still looking down at the grass. Rose and I will celebrate 60 years next month. But for some of the medical problems that go with the age, all is fine.

Son Ben Jr. flying 767's out of EWR will retire in a year and a half. Of course he is very concerned about what the future holds. The news he gets is about the same as the *RUPANEWS*. Thanks to Doug and others for all the info.

Still playing a little golf and hanging on a 24. Check to Cleve. Regards to all. *Ben*

RUSS COTTLE—341 Walsh Rd. Atherton, CA94072

Dear Cleve, The TRACY ACES held a reunion February 21 in conjunction with Boys Nite Out. 25 plus spouses attended. For those more junior RUPA members, here is a brief history of them.

Captain R. T. Freng, in anticipation of losing many of our pilots to active duty, started a flight school. Requirements were 2 years college, and 2 civilian pilot training courses, about 100 hours. The first class of 20 was in September 1940, followed by 5 other classes until flight training was ended on the West Coast with Pearl Harbor. Training for the last e classes finished in Cheyenne and Denver.

Tracy is a small city east of SFO. We lived in the Tracy Inn. School and Link trainer were next door in an old school house, and flight training was at a sod field south of town. Commercial training was in a Boeing 203, and instrument training in a Fairchild 24. 247 and DC3 training was in Oakland. We were assigned to the line where needed and our patient captains completed the on the job training and tagged us with the name, Tracy Aces.

We were an active bunch in ALPA, 18 local Council Chairman positions were filled, plus 2 Master Executive Council Posts. One first classman Kay McMurray was ALPA's first Executive Vice President, and followed that by being President Reagan's cabinet post as Chairman of the Mediation and Conciliation Service. Scotty Devine was ALPA treasurer under Charles Ruby. Some worked with the negotiation committee and system board of adjustment.

On the management side, several served as flight managers on the line and in the training center, and seven as Directors of flight operations and two as vice president.

Activity has continued in RUPA. Scotty Devine served as editor for several years, and I hosted Boys Night Out for 10 years.

On the personal side, our pattern has remained about the same since retirement, living in Atherton

in the winter and Bear Lake in Idaho summers. Health wise, everything went to pot when we turned 82. I have macular degeneration and Jean has a brain tumor. We are just completing the seven weeks of radiation with no forecast of what comes next.

Best wishes to all, and thanks for the good work.

Russ

LUCILLE & RAY COURTNEY—26606 S. Fox-glenn Dr, Sun Lakes, AZ 85248 rcourtney@juno.com

Still living in paradise and the years are golden. Our health is in pretty good shape for this stage of the game. Old age is catching up to me though. Didn't renew my CFI last year. Gave only one bfr in the last two years and heaven knows I'm in no shape to teach tail dragging students any more. Had a couple of stents put in my heart last August and though they helped a lot, a certain amount of spunk is still missing. Not much traveling like some of you but do recommend the "Palm Springs Follies" in Palm Springs. If you are over 60, you'll get the jokes and the patriotic show will make you stand up and cheer. Really appreciate the *RUPANEWS* and appreciate the effort that goes into it. Hate to read the last couple of pages though and see the names of good and admired friends. *Ray*

NORB CUDNOWSKI—10811 Crooked River Rd. #201 Bonita Springs FL 34135 DCA ,MDW,ORD;LAX,ORD 1956-1990 239-992 0032 norcar@aol.com

Cleve,"the checks in the mail",for 2003 postage and handling. Thanks to everyone who help in getting the"*RUPANEWS*" put together and mailed to us. Someone once said "smile things could be worse, so I smiled and sure enough things got worse". I am referring to UAL and the current war going on. When I retired, a little over thirteen years ago, I never imagined the airline industry would be in the state it is in today, let alone a premier carrier like UAL. I feel fortunate to have worked and retired when I did, as I am sure that many of my friends and contemporaries do. I hope and pray the company survives for everyone's sake. My heart goes out to the current employees. I can only imagine how depressing it must be. I also pray this war will soon end with a minimum loss of life. I know I will never see a lasting peace in that part of the world in

the years I have remaining on earth.

Personally, we are doing well. Still spending about eight months in Florida and still able to play tennis two or three times a week, and the summers in the U.P. of Michigan. We have been blessed with relatively good health. I have a good memory except it's short, and it seems to get shorter with every passing year. However; for a guy who no longer buys green bananas or long playing records I can't complain.

Good luck to all. *Norb*

RON DENK—26 Rotary Dr., Summit, NJ 07901 rdenk@earthlink.net

Hi Jock: What a year we've all been through watching our airline struggle for survival. Who would have thought! We can't express enough appreciation to Doug Wilsman for his comprehensive work on the PBGC situation. He has brought clarity to great complexity.

Kudos also to Bruce McLeod for bringing us so much info via www.rupa.org. And Jock-- Thanks for bringing us all those informative articles in the journal regarding this subject and others pertinent to retirement. Men: Thanks again for all your hard work.

Betty & I keep busy waiting for this endless winter to end. So much for global warming. Betty's mom passed away ten weeks short of her hundredth birthday. Our son-in-law, Jake, is due to get his Navy wings at NAS Whiting in about two weeks and then he and Kathleen will be off to either Norfolk or San Diego for more helicopter training. Our other daughter Maria and her husband Matt took a vacation to SFO and the significant aspect of that trip was the airfare - \$236 each, round trip EWR-SFO, on United. That's better than companion fares. No wonder the airlines can't make a buck!

Looking forward to the air show season and more photo opportunities. Just finished filing 20,000+ color slides taken over the last forty years. Mostly scenics, wildlife and airplanes. I'm doing my best to make sure that Kodak stays in business.

Thanks to all the Folders and Stuffers. LONG LIVE UNITED! Best regards, *Ron & Betty*

CLAUDE F. GIDDINGS—792 Gloucester Ln, Thousand Oaks, CA 91362

Dear Cleve, I can't believe that the years are get-

ting so short. It seems that I paid my dues a few days ago. Here we go again.

Janet, my bride of 49 years, and I are 70 years old this year. What a ride our lives have been. Never a dull moment. We have truly been blessed.

I am trying to join the "Quiet Birds". They seem to be a nice group of aviators. They keep you on probation for a year. Hope I live that long.

Give my regards to all my flying compatriots. May all their landings be VFR. Sincerely, *Claude*

G. C. "BUD" GIMPLE—1910 Monument Canyon Dr, Grand Junction, CO 81503 MDW, ORD, DEN, SFO, DEN bgimple@aol.com

Hello to all, I have just completed my eleventh year of retirement and feel very fortunate. My health is good and continue to enjoy the good life in western Colorado.

It is so sad to see a once great airline floundering because of inept and uninspired management. If Mr. Goodwin had announced a significant management pay cut early on, the relationship with all employees would be an entirely different scenario.

Most labor groups would be much more agreeable to concessions, and the bankruptcy judge would look more favorably on the restructuring plan.

Most of us were fortunate to have experienced the "golden years" with a well managed and admired company. I feel great compassion for the thousands of good people who are struggling through this ordeal.

Stop by or call anytime. *Bud*

JOHN L GLAZE—5300 N. Rainbow Blvd, Las Vegas, NV 89130 smilinjackglaze@aol.com

Cleve: Enclosed is a check for \$50 to cover the next two years. I hope I last that long. (Just kidding) All the body parts seem to be staying, in their proper place and functioning at a reasonable pace.

I am still riding my bicycle around Las Vegas and in various parts of the world to the tune of 8000-9000 miles per year. I can't believe how many wonderful sights I have seen in Europe and other places and the incredible friends I have made world-wide. That silly contraption is keeping me busy and healthy at the same time. Last year it was trips to France, Germany, Spain and the lovely Pyrenees in southern France along with a two-week tour in the Sierra Nevada Mountains of California.

This year I have planned tours in France out of Nice and then to Berlin to ride to Gdansk, Warsaw, Krakow, Vienna and Budapest. After that I will be racing in the Nevada Senior Games in October. A great year to look forward to.

I want to thank you and all the gang that keep this publication going. It is a comfort to receive it every month and be able to keep up with old acquaintances. You do a fine oh. *Jack*

GEORGIANNE HARTNAGEL—7 Joan Ct, Centerport, NY 11721

Got a good reminder from Jackie Abel. Ed would have been 74 on February 15. How disheartened he would be to see United in such sad shape. He's been gone 22 years. He flew in the glory days when United was a premier airline. My daughter (F/A) took a year leave from UAL. Her flights to London are light out and back.

Thanks for all the dedication of those involved in the publication. *Georgianne*

GENE HARTRICH—Kailua-Kona, HI 808-322-6154, and Greenbrae, CA 415-461-3470

Mayday first is lay-day and my birthday. If you picked up on the spelling, it is only wishful dreaming. I do take "Physician's Choice" super prostate formula and GHR-15 which is supposed to be the answer to Ponce De Leon's lifelong search for the fountain of youth. No doubt it is "Snake Oil" but I do have a lot more energy and have cut down to two meals a day if you don't count rum soaked fruit cake and strong fresh black coffee, breakfast.

We sold our Punahale condo and immediately became sad that we were saying Goodbye to Kona and all our friends of the past 25 years so we found another that fits more into our plans at this stage of our lives. It is a top floor unit with privacy, air conditioning and an elevator. It is only a few yards from the Keauhou beach volley ball court. Man, that really is high priority when you've been retired for twenty-one years. Then we are only three hundred yards from our "Bottoms Up" Yacht Club. The realtor warned us that there might be "Sweet Adeline" type singing on Friday night and we advised that we could live with that as we no doubt were part of the group making all the racquet. Please give us a call when you get to Kona. We would be more than happy to introduce you to our little Grass Shack style informal Yacht Club,

friendly people and bring your own booze. My "Flight Sim 2002" pro edition is a fascinating piece of Software. Not only is it a challenge to keep your brain cells active but it is very interesting to explore all the features these brilliant pilot artists put into this program. I crash a lot but have learned to blame the computer. Cleve, next time "E" mail for sure. Aloha, *Gene*

NORM JUSTESEN—13235 Hillside Dr, Truckee, CA 96161, njustesen@usamedia.tv
Cleve, Jock et al; Greetings; check is in the mail. Thanks for doing such a wonderful job. Despite all the turmoil, retirement is still wonderful. Snow skiing and waterskiing in the Sierras is the good life. Younger daughter, Stacey, is about to return from her second cruise on the USS Constellation to the Persian Gulf, flying the COD. Best wishes to all,
Norm

MARY ANN "Kelly" KELLOGG—6420 Wright St, Arvada, CO 80004
Dear Jock and all Ruparians. I'm late, I'm late, sorry, but things have been hectic and not to say anything about my forgetfulness! Do enjoy reading the letters from all and so many of you who I've known over the years. Things are certainly different, but I do enjoy hearing from you all through the *RUPANEWS*. Hello to all and a special greeting to each of you I've known over the years. *Kelly*

MICHAEL J. KENDEL—5809 Flambeau RD, Rancho Palos Verdes, CA 90275, (310) 541-0262 lednek@mindspring.com
Dear Jock, I read Jim Boyer's letter in the April 2003 issue of *RUPANEWS* regarding radiation proctitis. I am sorry to learn of his complication from the treatment to cauterize the affected area. He did not describe what method the gastroenterologist used to treat the "bleeders" but in the past this problem has been conservatively treated with medications applied by suppositories and/or enemas and more aggressively with a heater probe. Also, some type of laser device had limited use but pretty well abandoned because of the high risk of colon tissue penetration -- a very serious problem that would require major surgery to correct. The heater probe was effective but very time consuming

for the physician if many "bleeders" had to be cauterized.

There is now a new and very effective method to treat radiation proctitis that should be available in most major hospital G.I. labs by this time. It is called Argon Plasma Coagulation (APC) and the equipment is made by ERBE (a German company). APC is not new technology but its application in the rectum is relatively new. Using APC, the irritated area of the radiation proctitis is cauterized by the heat of an electric current passing through the "bleeders". There is no physical touching of those "bleeders" with a probe such as was the case using the heater probe method, and thus, little chance of additional injury to the area. Argon plasma (an electrically charged gas) is applied to the irritated area. The gas is very selective in finding the "bleeders" where the electric circuit is closed causing a small spark that cauterizes them. This gas can also find areas that need treatment inside and behind folds in the rectum that cannot be seen and treated by the physician in any other way. This APC treatment only takes a very few minutes to complete and may be done only one time or purposely done twice with the second treatment a month or so later allowing the first treated areas to completely heal before treating the remaining area. The patient is awake during the procedure and may only need a mild sedative for relaxation purposes. Since the procedure is or should be painless, no pain medication should be required. The physician sees what is happening inside the rectum by way of a TV screen so this treatment is not done blind or by feel.

I am glad that Jim's prostate cancer seems to be totally cured or in remission after his radiation treatments of 5½ years ago. With so many of us retirees being diagnosed with prostate cancer these days, thanks to early detection by the PSA test, it is very important for all of us to be checked regularly by urologists. Before the availability of PSA, prostate cancer was only diagnosed when symptoms appeared and by that time it was mostly incurable and caused premature deaths. When prostate cancer is detected early, it is very curable by surgery and/or radiation. Several factors determine what the best treatment for an individual patient is, but that patient is, or should be, ultimately responsible for making an informed choice. If radiation is chosen,

there is a pretty good chance of developing rectal bleeding as an unpleasant side effect. But with the use of APC, the rectal bleeding side effect can be treated and cured much more effectively than in the past and that information should be made available to the patient when he is picking through all of the options and making his treatment choice for either surgery or radiation.

Finally, I want endorse Jim's advice to all of us of retirement age to have regular periodic colonoscopy screening for colorectal cancers, especially those who may be suffering from rectal bleeding that could also be caused by colorectal cancer. In most cases, prostate cancer is a slow developing type of cancer and, if it is discovered late in life, may never need to be treated (the "watchful waiting" treatment option). On the other hand, colorectal cancer develops much faster and is a very real threat to our longevity at any age. The earlier colorectal cancer is discovered and treated, the better the chances for a cure. But that is generally true for all types of cancers. I have not heard of any blood tests or other type of screening tests for colorectal cancer except for the colonoscopy. So we should all be getting a colonoscopy exam on a regular periodic basis.

Thanks for all the good work that you and the other SFO RUPA gang are doing by keeping us together and informed about all of these matters of mutual interest. *Mike*

JAMES M. KRASNO & NANCY A. NELSON -
8073 S. Albion St, Centennial, CO
80122 jmkrasno@earthlink.net

Dear Cleve, This last year has been so long and boring, I don't recollect how the time got away. Oh yes, I helped form the United Retired Pilots Benefit Protection Association and have spent a few hours collecting and answering email. Oh yes, I joined my wife in her Real Estate company, now named Keys To Denver, Inc. Oh Yes, I have volunteered to maintain 4 web sites. Oh Yes, I have enjoyed skiing Summit County this winter. Oh Yes, I have enjoyed refreshing old and making new friends at RUPA meetings here at the Denver Old Boys Club. Oh Yes, where has the time gone? Oh yes, it's time to cook the filets and pop a cork on the champagne. Now for my best line... The check is in the mail.

Sincerely, *Jim*

JOHN R. LANGE—3509 Centennial Dr, Fort Collins, CO 80526

Dear Cleve, Made it thru another year without a lot of change except for keeping up with this crazy world. At this stage seems like all we can do is roll with the punches. My 81st sneaked by without too much trauma.

I'm saddened every month by the familiar names showing up in the last pages. Makes me remember what a wonderful bunch of guys I had the privilege of working with. Life doesn't seem to ever get any easier especially when it seems like you need so much support, but I remind myself many times a day that only God in his infinite wisdom can take care of me and that's where I must really put my trust, and pray that he will do the same for my friends and loved ones.

Thanks for all your great work, you are truly dedicated and appreciated. *Jack*

LARRY L. LARSEN—4245 206th Ave. SE, Sammamish, WA 98075 '65-'96 ORD, SFO, SEA
I got my annual dues in on time but forgot my yearly letter. The highlight of the year was the trip to Kenya to a village called Kodera, which you will not find on the map. It is on the western edge of Kenya, near the Serengeti Plain.

I was part of a 24 member team that did various projects at the village. My project was building a playground. We took plans over, and the hardware, but the lumber was made from currently growing trees that they cut down after we got there. The end result was that it looked like the plans, with many improvisations along the way to get it to that point. The structure is about 75 feet long, with 6 swings, a fireman's pole, monkey bars, suspension bridge, several platforms, chinning bars, tire swings, and teeter totters. This was build at an elementary school of 500 children, which up to this time consisted of a 10 acre play field. I now have the Larry Larsen Memorial Coliseum in Kodera which consists of one backboard and hoop and dirt playing floor! After building the playground equipment, could you believe we had to teach the children how to swing, which they caught on to in 20 seconds, about the same length of time it took me to catch on to retirement, which I am thoroughly enjoying.

At the end of the trip we went to the Massai Mara at the height of the animal migration. It was just

like being present for Lion King. *Larry*

JOHN LEROY—PO Box 12403 Pensacola, FL 32591 jleroy@toast.net 850-384-9529

Dear Cleve, A lot of changes for me this year. I am now living on a boat, a 45' Roughwater trawler at the Pensacola Shipyard Marina in Pensacola Florida. I brought the boat down from Racine WI on Lake Michigan, to Chicago, through the lock into the Chicago River. From there, the South branch of the Chicago River to the Desplains River, the Mississippi, the Cumberland, and a canal to the Tennessee, to near the Shiloh Battle field where I stayed a few weeks doing some maintenance. Up until this point my brother Jim, who some of you may remember, and his wife, Rosemary, had accompanied me. The solo portion was down the Tennessee Tombigbee Waterway, the Tombigbee, Black Warrior, and Mobile Rivers to Mobile Bay, then the Gulf Intercoastal Waterway to Pensacola Bay, and Bayou Chico.

I quite often watch the Blue Angels practicing their routines from the sun deck at my slip in Bayou Chico. I just finished a short three day cruise on the St. Johns River on a houseboat with my Dad, Vern, who I am sure some of you remember. He is in very good health, as am I. Thanks for all your good work. *John '99*

MARIO A. LI CAUSI—1739 Big Oak Ln, Kissimmee, FL 34746

Greetings Jock: I was diagnosed with non small cell carcinoma lung cancer after three months of trying this test and that test. I will have had my first chemotherapy March 5.

I had pneumonia in 1997, which brought me up to this point, invading my left lung and then they punched holes in my right lung to get tissue samples, and it took two years to get back 90% of my health.

I was so sorry when Bill Dunkle flew west as he was a great friend. While attending an MEC meeting in San Francisco with Eddie Carlson and his group, Bill agreed with me when I said an airline company should not get in bed with a hotel company. Somebody's going to get it in the you know what. Bad move! *Mario*

PHILIP E. LUCAS—20820 Pinehurst Ln, Colfax, CA 95713

Dear Cleve - Another year rolls around. Along

with everyone else, pretty much setting aside day-to-day activities, watching the progress of the Iraq war, admiring and cheering on the courageous members of our armed forces, and feeling deep sorrow and sadness for those who have lost their lives, and great sympathy for their families. Perhaps by the time this appears, the hot war will be complete, and the rebuilding will have begun. I pray so. My activities are mundane and unexciting. No exotic adventures or esoteric activities to describe. My two Naval Aviator sons are out of harm's way, one assigned to an aircraft carrier currently in drydock at Norfolk, the other a flight instructor at NAS Meridian, MS. Sally and I are OK, as are my other three sons.

Just want to say that I often think about the days with United, and remember all those wonderful guys I flew with all those years, especially those who worked so hard and so successfully to keep this Ancient Pelican out trouble when I was sitting in the left seat. Though I can't remember all their names, they will always have a special place in my memories. Can't do much else but say thanks, and wish them all well, and remember those among their number who are no longer with us.

Thanks to all of you who do such a great job running the show. Best regards, *Phil*

GARY W. MARTIN—130 Circle Dr. S, Island Lake, IL 60042

Dear Cleve, Enclosed you will find my check for payment of my fee for membership into RUPA. It is indeed an honor to be invited to join RUPA and continue an association with a group of men whom I consider some of the finest there are.

My birthday is June 1943. (I jumped ship a little early for a "lump some" of reasons.)

Thanks again, Semper Fi - *Gary*

CHARLES MCKINNON—121 Parkway Dr, Trussville AL 35173 cmckinnon@charter.net

The reason for my very tardy response this year is: after 70 years together and 20 years of Alzheimer's Mary left us July 18th. I really do miss her and am having a difficult time adjusting to living alone.

I have undertaken a very intensive P.T. program of walking, weight lifting, and limit of motion stretching exercises. In October I am going to Spain to walk the St James Trail. This has been something that I have wanted to do since living in Paris in the

1960's. I will only do the part from Roncesvalles to Pamplona this year. At that rate it will take me four years to complete the pilgrimage. If Shirley McLain and Felipe Aue-Sanchez can do it maybe I will be able to make it.

For those of you who might be interested this document is being written on IBM's ViaVoice program—only three errors that had to be corrected so far.

This program has gotten used to my voice since I am dictating the family history during the 20th century into it. Also I am copying a lifetime of 16 mm films, videotapes and still pictures into DVD. The program is called Dazzle and is very easy to use.

Anyway all of this keeps me from spending too much time thinking about being without Mary. Enough for now. Many thanks for all the work that you folks do to publish the *RUPANEWS*. I still read every letter the day that it arrives, even if there are only a few pilots left that might remember me.

Chuck (Tracy Ace 1940)

March 2003. The above letter was sent snail mail last September, this time I'm sending it e-Mail to assure delivery. I was able to make the first part of the St. James pilgrimage in October. The countryside was gorgeous. It was well worth the effort; however, I don't think that I will be able to walk the rest of the way in the future. I now plan to drive all except the last 10 miles. This will still qualify me for a certificate.

The Boy's Night Out and the Tracy Aces's Last Hurrah was great fun. We all had such a good time that there was much talk of a repeat get-together next year. It can't be too much longer or it might only require a small table for the whole group.

Jock, it was good to get to talk with you at BNO. You and the rest of the SFO gang are doing such a great job keeping the rest of us informed.

MARION D. MILLER—2620 144th St. NE, Marysville, WA 98271

Dear Cleve, The eighteenth of this April I'll have been retired 28 years, 88 years old. I'm sending my check for two years postage with the intention of using all of that and some more too!

Virginia and I have been together for 62 years last September. Our health is not bad for 82 and 88. Respectively, we don't use our passes anymore because of all the hassle, but a seniority number of 10/1/1942 makes the agent look again. Thanks,

Marion

"RJ" OLEARY—21164 Gading Rd. ,Hayward, CA 94544 boboleary317@attbi.com
Dear Cleve, Checks enclosed my computer is AOG hence the snail mail. After an adventurous life I now find anything I could report very dull. Mary and I celebrated our 60th anniversary and by the time you read this I'll be 83, as the old German said if I knowed I was gonna live this long I'd have taken better care of myself!
Sold MERLIN (my boat) to my #1 son. #1 granddaughter gets her teaching credential next month and #1 grandson starts his freshman year at SF State. "*Rd*"

WES OLNEY—72310 Blueridge Ct, Palm Desert, CA 92260 wesolney@aol.com

Another one is here and I'm wondering which is going to run out first, -- my life or my retirement funds. So far so good on both counts so I am going blissfully along and life is good. Plan to leave Palm Desert for the Northwest in about a month so I feel like I have the best of life ----- it is summer all of the time.

Once again I want to express my deepest appreciation for all the time and effort that you Jock, Cleve and all of the officers put into this organization for the benefit of us all. Thank you, thank you, thank you. *Wes*

TED OSINSKI—145 E. Tall Oaks Cir, Palm Beach Gardens, FL 33410

Having completed IRS obligations, my annual report follows: Took delivery on my PDQ trawler cat last July in Whitby Ontario, cruised down the Erie Canal, Hudson-East River to Mystic, CT for the summer. Left Mystic in October & arrived in Palm Beach Gardens January.

For those who might be interested in having a boat in Florida, there is a little known tax law which does not require sales tax when registering a boat, if purchased outside Florida, and does not enter for a period of six months. Details from Florida Revenue Dept. (Boats) Tallahassee.

Just had my second kidney surgery in a year to clear up a urethral obstruction, hopefully the second procedure will prove successful. Still flying my Maule, attending Treasure Coast RUPA luncheons, QB's etc. Had made all the plans to attend the Paris Airshow in June, but could not in good conscience spend one lousy cent in France to aid & abet our

"friends"; cancelled my reservations. Regards, *Ted*
OAK PORTER— 2171 S. Blagg Rd, Pahrump
NV. 89041 oakporter@usintouch.com
Hi Jock & Cleve: Here it is my birth month again
already, Like a lot of other retirees say the *RUPANEWS*
is the best bargain of the day, and my sin-
cere thanks to all that make it possible and all the
hard work.

Can't believe that time flies so fast and 18 years
into retirement all ready. We will be leaving Pah-
rump around the 10th of May for Sunriver OR.
Fern and I had a good year, more or less. Fern had
to have a pace maker installed last October and it is
doing fine. This last year we had a couple of golf
tournaments, One in Paulson MT and another one
up in Kimberly BC. We are planning another one
this year up there. Also went fishing with some
friend while up there had good luck fly fishing,
planning another fishing trip this year. Had a lot of
fun and enjoyment on the RUPA cruise, missed a
lot of you there, we went to Maui in January for
three weeks, had a condo right on the beach, was
nice to hear the breakers pounding at your door.
Like all of us, I sure hope that United will come out
of this. *Oak & Fern*

KING PURTON—918 Centerbrook Dr, Brandon,
FL 33511

Thirteen years into retirement and Madelon and I
are going strong. No aches or pains yet. This last
year in sailing was the best yet. Our team won the
Suncoast Race Week (Tampa Bay), the big one of
the year. The right boat at the right place at the
right time. Duplicating this year would have meant
replacing a set of \$6,500 sails on a yearly basis.
That and a offer I couldn't turn down led to the sale
of my Melges 24. I now sail OPB's (other peoples
boats), not as much fun but a lot cheaper. If I live
another 30 years, I might shoot my age. Enough
about golf. With all the three boys within :25, life
is sweet. My thirty four years at UAL were a great
chapter in my life. I miss it, but only the daytime
flights, not the 0 dawn arrivals. *King*

CLEVE RICE—2198 E. 300 North, St Anthony,
ID 83445 crice727@fretel.com
Cleve, Jock and fellow RUPArians: I did get my
check in on time but I am late with my letter.
I am sorry to see what our great airline has become.
Hope everything turns around and they get back on

their feet.

My health continues to be good and I keep busy on
the farm and around the yard. I am still very active
in the American Legion in Idaho and that keeps me
busy also. My wife Rita still lives in Logan, Utah
and we go back and forth to both homes. I gradu-
ated from Utah State U. so get to keep up with my
old college that way.

Hello to all my friends and I enjoy the *RUPANEWS*
and thanks for all the good articles, and a big thank
you all for all the hard work you do for the rest of
us. *Cleve & Loretta*

ED ROONEY—2420 Kings Lake Blvd, Naples,
FL 34112 ORD JFK EWR CLE MIA '67-'00.
bigedroo@comcast.net

Judi and I are enjoying retirement in sunny Florida.
We especially enjoyed the "Spring Training" base-
ball season which just ended. The great players up
close and affordable. Not much "pleasure" travel
this year, although we did hook-up with our Ohio
friends to ring in the New Year in Times Square.
40,000 NYC police officers ensured a safe and or-
derly event. A couple of Broadway shows and then
our friends flew off to Tempe, AZ to cheer their
beloved Ohio State football team on to a National
Championship. My joy was "restrained" since I
went to rival U. of Michigan.

On a sad note, my family lost a great lady last No-
vember when my mother, Catherine Rooney,
passed away at 89 years young. We miss her every
day. We're looking forward to visiting family and
friends in the coming months and hope to renew
some old acquaintances.

Thanks for all the work you and the other volun-
teers donate to making *RUPANEWS* so very enjoy-
able. *Ed*

SUE ROSS—5011, W. 134th Pl., Hawthorne, CA
90250

Dear Jock: It is time for my yearly letter and check
(mailed to Cleve). My retirement is going really
well. I got to the January yearly party of ALPA re-
tirees. They honored both Jeanne Sampson and my-
self. I got a beautiful blue plaque from ALPA. It
would not have been the same without all the good
pilots who were based at LAX or came through
there. They were really great guys.
I haven't done too much yet – gone to a class
(Adult Ed.) and done a little traveling by car, but

that's about all.

I plan on staying in Hawthorne, and I promise that I'm still looking for a computer. Maybe the next time it will be e-mail.

Hope your health is O.K. Thanks for all the info that I get through *RUPANEWS*. *Sue Ross*

BYRNE B. SANDS—PO Box 51, Zephyr Cove, NV 89448

Greetings from beautiful Lake Tahoe after winter in Sun City, CA. Hazel and I had another great year. Highlights were the RUPA Cruise in November and the TRACY ACES reunion and party in San Francisco in March this year. We both enjoy good health and share the same birthday. (I hit 85 and still jogging) thanks for all the time you spend on *RUPANEWS* -- always interesting to read. Best wishes to all of you and to UAL. *Sandy*

LINDA SANGSTER-MALLOCH—PO Box 922,

Brookdale, CA 95007 malsang@compuserve
Greetings: I did it again. Going thru my check book for taxes, I did not see my check for postage. So here is my check along with my apologies. Thanks to everyone who takes the time and effort to publish and mail the *RUPANEWS*. I still very much enjoy reading it.

Am still in the Santa Cruz area, health good, but miss everyone.

Once again my thanks to everyone. *Linda* 831-338-2483

DENNY SCHAAR—1035 Penny Ln, Rapid City, SD 57702

Dear Cleve and fellow RUPAN's, Yesterday, March 27, was my 62nd birthday, so it's been two years since I set the parking brake for the last time on my B-727.

It's said that time flies when you're having fun. Well I must be having fun because I don't know where those two years went. I do stay busy so that must be it. I'm President of the Rapid City Lions Club this year, active with the Masons and Shriners and just finished a three year term as a Deacon in our church. I still do some hunting and fishing. Both of our sons are gone so we are now empty-nesters. Dan, our oldest, is working in the Cayman Islands as a charter boat captain and scuba dive-master and Matt will graduate from the University of Michigan this spring with a degree in aerospace

engineering. After a two month mission trip to the Far East, he will go to work for Roll Royce Jet Engines in Indianapolis.

Kathy and I are enjoying good health and doing some traveling. She stays active as a Deacon in our church and sings in the church choir. We had a wonderful time in San Antonio last fall at a reunion of former striking Eastern pilots (Silver Falcons). It was great to see a lot of friends who we had not seen in years.

If your travels ever bring you to the Black Hills, just remember that the latchstring is always out at the Schaar house. Thanks to all of you who keep us informed about the happenings at UAL through the *RUPANEWS* and the website. My dues check is in the mail. Warmest regards, *Denny*

KENNETH A. SCHROEDER JR—23697 Mulligan Mile, Rapid City, SD kenaschroeder@aol.com

Dear shipmates: I have this round neck t-shirt ,XL,100% cotton, "fruit of the loom" paid \$14.00 for it in 1994. Actually, I paid about 24 % of my earnings for the next six and one half years for it. It is white has a double "U" blue and red logo and the words "Proud Owner" stamped upper left. It's getting thin and tattered; it is unraveling. I think I will just trash it.....naaaaah!

I have never taken a treadmill stress test in 41 years of Navy, UAL and FAA flight physicals. My examiner last march insisted that I do so. Just a hunch he said. I had no outward symptoms except bouts of sleeplessness. Flunked the treadmill, flunked the angiogram, went bass fishing and then enjoyed 8 bypasses. Caught 2 nice bass and now I sleep like a baby. I wish Bill Bartel had had my doc.

Married three plus years to a feisty sky goddess who chose a voluntary furlough before she was furloughed without choice. I am teaching middle and high school in the Rapid City school district. Algebra, trig., geometry, physics, chemistry, biology and stand up comedy arts.

We're going to have a large reunion of NAV CAD classes from late 1960 down in Pensacola in May. See you there bernie!

No boat, no corvette, no second home, no golf (though we live on the 14th green) no cruises (after 5 with the US Navy?).

I do have a dog and a ford truck. What a country! Life is good. I am so impressed with the dauntless-

ness of our fellow retired airmen. Gentlemen, may the best of your past be the worst of your future. I hate getting the *RUPANEWS*! I get nothing done for the next 2 to 3 hours. Love from *ken & lois*

ROBERT L SHOWALTER—5687 Yerba Anita Dr, San Diego, CA 92115

Dear Cleve, Find enclosed the annual postage, and I'll say my thanks for all the hard work of you and the staff. It's much appreciated.

I attended another get-together at the San Marcos Quail's Inn with a good turnout as Doug Wilsman was present and gave a talk on the possible consequences to our pensions, due to the bankruptcy. Somber, to say the least. I believe the information is on the RUPA website.

Thanks again, *Lane*

(SFA,SFO,DCA,ORD,LAX,DEN,LAX,CLE,ORD, DEN,LAX, 1966-1995 (not counting DEN for training or several TDY's) I've seen this done on occasion and I promise I won't do it again. (I wonder if it might be a record?... Who cares?)

WHIT SIMPSON—5820 Deer Estates Dr, Nashville, TN 37221

Jock, I don't know where the time has gone, but the first year of my retirement has come and gone. I don't know how I ever found time to go to work before. I'm staying busy and enjoying life.

My best to all my fellow retirees. *Whit*

BOB SINCLAIR—3381 Springhill Rd, Lafayette, CA 94549

Getting a whole new life style at 65 is a challenge!...But isn't it all. A carpenter friend told me "there's two things I hate to do. Doing something I've already done is both of them!" And an ole cowboy friend advised.....It's no good to share your problems, because half of'um don't care and the other half are glad you got'um!

I've always felt I belonged to a very elite group of aviators. My fondest memories were of, great senses of humor, the ability to laugh at ourselves, and the underlying integrity that was displayed without banner. You're a great group and I feel honored to share time and fly with some of the best. Thanks to all the Stuffers and a big thanks to Mitch for your note on my news letter P.S. It's going from

ski season to fishing season! Best to all, *Bob*

FRANK SOARE—10150 S. 186th Ln, Goodyear, AZ jmandtheflash@hotmail.com

Dear Jock, This will be the first time writing to you, as I used to send the check and letter to Cleve. I do hope and pray that your health is getting back to normal, your family needs you and so do we.

Last year was a good year for us, not counting the stock market, as all three of our kids are down here with us in Arizona. Boeing transferred our son from the Seattle area to the Apache helicopter plant in Mesa, dodging a layoff up there. Nordstrom transferred our son-in-law to the Scottsdale store, and our other daughter came to Arizona with us in 2000.

We drive by the Goodyear airport almost everyday, and after September 11th, suddenly the airport was filled up with about 125-140 unneeded or surplus airliners. Delta had about 35 737's, a bunch of 727's, and 4 767's including a brand new 767-400 right from the Everett plant. United had 8 DC-10's parked for a while, 5 -10's and 3 -30's. The -10's were dismantled, and it was very sad to see those old birds with their wings and tail removed lying on the ground sometimes on their sides. For the -30's, 2 were painted white and sealed and are back on the ramp, the 3rd is just parked out there, I guess waiting its turn to be mothballed. American had about 28 DC-10's, and all but 2 are dismantled and gone where ever they melt down aluminum.

Also learned that Lufthansa and the German Air Force Luftwaffe train their pilots at the Goodyear airport.

I think we identify with you concerning your dog and traveling. Our daughter, when she was a flight attendant, against our advice, bought a Bichon Frize, but continued to fly long international trips, and we kept the dog for her. We later assumed full time care of the dog for the past 9 years. They are such a sweet tempered loving animal, and we could never put her in a kennel or leave her with someone else, she'd die of a broken heart. Did go to the Reno Air Races last year, saw Bud Granley, and did enjoy the races.

Here's praying we'll still have a healthy United Airlines next year when I send my letter. It seems that the employees are all realizing they have to pull together to survive for themselves and for us too.

Warm regards to all our friends, *Frank & Jeanette*

HAL SPROGIS—535 Knotty Pine Dr, Incline Village, NV 89451 HalSprogis@nvcbell.net

Dear Jock & Cleve: This will be a bit unusual. My check is in the mail 3 months early! Perhaps a couple of “brownie points” will come my way for being tardy in the past. Also, during the past seven months, I have been doing some research work. This involved gathered hundreds of sources of data in order to develop a future economic plan for myself, family and friends. This is different from material we generally come across that catches our interest and mainly only deals with specific United Airlines issues.

My approach is similar to aviation accident investigation in which a research of all the facts is required in order to draw conclusions. That is why it is divided into three parts: Economic (dealing with national & local factors), Personal (dealing with airline issues) and Real Estate (dealing with business issues). The data includes national as well as data from San Diego to Northern California and covers the most recent factors involving: war, terrorism, politics, business, jobs and real estate factors. Also, personal issues that may affect myself and others to various degrees including pension, health insurance and financial considerations within the airline industry.

The purpose is to develop some idea of current economic pitfalls that can affect our economic lives, so that we each can react in our own way to defend against detrimental hardships. I truly hope that United Airlines can somehow survive its terminal dive.

The data was condensed into a twenty plus page document which was further researched and refined into an eight page Economic Analysis Report. A two page Conclusions and Summary was then created and follows:

ECONOMIC ANALYSIS CONCLUSIONS March 22, 2003

- Market (read economic) uncertainty continues to exist and is increasing at this time.
- It is not a good time to invest in most business ventures including real estate.
- It is best to wait a quarter (until June 30th now) to see market developments.
- Good paying jobs are hard to find and more layoffs will occur.
- The real estate market shows some trends toward

weakness.

- Very crafty research and analysis is mandatory if investing in real estate.
- The San Diego area has the highest home prices which should moderate soon.
- The airline industry is facing a major economic crisis.
- There is a 60% chance that United Airlines will liquidate. 90% if war begins.
- Government intervention would be necessary to save some airlines.
- Pension losses will be heavy for most retirees and near retirees in many industries.
- It is now most prudent to review and set ones' personal retirement goals within the AARP context of the Four Pillars of Retirement Security as follows:

THE FOUR PILLARS OF RETIREMENT SECURITY

1. Work toward achieving the highest social security
2. Achieve a high combination of savings & pensions
3. After retirement continue to achieve earnings from work
4. Find and maintain adequate health insurance

ECONOMIC ANALYSIS SUMMARY TO DATE
March 22, 2003

During the past two and a half weeks rapid changes have occurred in the geo-economics and geopolitical arena's. Currently, it is the war against Iraq and how we exit that country of continuous turmoil and savagery. Following this will be the showdowns with North Korea and other countries, which would likely continue to depress the economy and the airline industry. The expected stock market war rally, may have already spent itself or soon will. The Dow can't keep going up 200 to 300 points a day. Business is bad in every sector; Income, growth, stocks, labor law rule changes, gas prices, recession, war with a drop in demand for air travel and record bankruptcy filings. There are indications of further internet depression along with record trade deficits, wholesale price increases, hints of inflation, a dropping consumer sentiment index, a sluggish stock market and negative industry and airline forecasts.

Even our friends in Japan are struggling with a 10 year deflationary spiral--- yes, deflationary. When the wrong things happen during a recession, defla-

tion is just around the corner and we don't want to go there. By the way, remember not too long ago, United's route to Japan was a real moneymaker? Interestingly, last year United's share of revenue from international travel was 33%, the highest in the industry. Southwest's was 0%. Which market would you like to concentrate on today? How times change.

There is now real serious talk about liquidation for United within the airline industry and United itself. We have to bite-the-bullet and really admit that it can happen. My estimate on March 5th was 60% that liquidation would occur and 90% if there was a war. It appears that events are making this even a greater probability. The problem will hit all the hub-and-spoke majors soon, but United "raised it's hand first" and is the weakest major without a doubt. United might still be able to somehow get out of this mess, but there are some things they just can't fix.

First, they can't fix the massive over capacity in the airline industry and within United. Even if United liquidates, that only represents about a 17% reduction in capacity and will only buy some additional time for the remaining airlines to straighten out their problems (except for Southwest). Mass filings for bankruptcy can be expected.

Second, the government is very reluctant to give bailout financing to the airlines or any industry a second time around. They are more apt to let the market forces make changes.

Third, even with a short war, bookings are down and will probably stay down for United as well as other major carriers for quite some time. Thus, income will be squeezed and profits will drop more than expected. A few weeks ago, United said it was ready for war, but now revenues are well below expectations and the company says it will not make its targets without deeper labor cuts through negotiations or the bankruptcy judge. In the meantime, any terrorist act, especially against an airline, would accelerate these financial shortfalls during a critical recovery period.

In retrospect, former CEO Goodwin was not off base in his dire predictions for United back in 2001. Today, analyst Mark Oline believes that United could be forced into liquidation before June 30th. Pensions will probably be turned over to the Pension Benefit Guarantee Corporation (PBGC) and we are aware of the reduced benefits that will occur

there. A further concern is that the PBGC happens to be in the hole to the tune of \$3.6 billion. So, it is prudent that we start making plans for our economic futures, and one way is to follow the AARP recommended four pillars of retirement security, previously noted---even at this late date.

One last possibility, which may come too late for United, is that the government might nationalize the airline industry for reasons of national security and to keep more carriers from falling into liquidation.

So, we just have to take a deep breath, adjust our plans and carry on in new directions. Good luck to all of us! Sincerely, *Hal*

RALPH D. STEWART—720 T Snyder Ln, Mountain City, TN 37683 crllamalot@tibonline.net

Dear Grumpy, Four years have passed since retirement. These years have been a bit more interesting than I would have hoped for. After a year and a half building, the AirCam was flying last June. Pure fun flying. I have flown it for 105 hours so far. Not much flying over winter; very much an open cockpit. Now that the weather is warmer I be up there low and slow.

Back in the nineteen fifties I went to a see vampire movie. This movie was in black and white and made before vast numbers of teenagers needed to be wiped out to keep the movie interesting. The hero traveling in a carriage on the way to a castle had a flat. He walked over to a crypt (bad move), inside he came across a coffin that had an uncommon option, a window. Dusting off the glass for a better look, he broke the glass. A cut on his finger allowed a drop of blood to fall on the body. Hero leaves. Peering between the seat backs I watched



the drop of blood soak into the skeletal remains. The body starts coming back to life! A heart grows and begins to beat. The eyes fill the sockets and a face forms. To my young mind this was a very scary scene. A nightmarish feeling. When I opened the letter from the "United Retired Pilots Benefit Protection Association", I had that same feeling. They are back! Old names resurrected with lawyers. Forgive me for just wanting to duck and cover. Regards, *Ralph*

JOHN D. STEWART—2926 Old Post Rd, Slatington, PA 18080 jste107176@aol.com
Dear Cleve, Another year will soon be gone. I'm sending my annual postage fee on time for once. Linda and I enjoyed the RUPA cruise to the canal and the islands. In March, we flew our plane to Pensacola, FL for a week of warm sun, beaches and the Naval Air Museum. The Blue Angels had a practice performance while we were there. We thank all of you for your efforts in keeping the rest of us up to date on the local and national news of our fellow retirees. Regards, *John*

MARY LOU STONER—19836 Pine Ridge Village Rd, Siloam Springs, AR 72761
Dear Cleve Rose, I live a mile from my nearest neighbor, on 250 acres, and was getting my mail in a box, on a route, down on the highway. I have had that address for 53 years.
I stopped getting my mail. No mail. I went to the local Post Office and was told by the Postmaster that all my mail was being sent to Texas. When I asked him WHY? He said it was because I did not have a 911 address that is required by law, as the County I live in is now in charge of the Post Office. I could not have a 911 address as there is no road that leads into my property, as I own it all. Even the Highway comes across my property, twice.
What to do? The conclusion, so I could receive my mail, was to name the drive way that comes to my garage, Pine Ridge Village Road, since the name of my place is Pine Ridge Village. A sign was even placed on the highway, in honor of my driveway. So many people were coming down to my garage; I had to put in a gate and storm fence the whole area. As to not wanting 911, but having to take it anyway in order to get my mail, the night Bill had his heart attack, I made the mistake of calling 911. The ambulance arrived at midnight, on 1-3-97, snow and

ice on the ground, and they placed him in the ambulance. They just kept talking on their telephone to only God knows WHO. We told them the hospital he would like to be taken to, was some 30 miles away. My feet were freezing as I stood outside the ambulance, trying to get them to get started. It seems that when you are picked up by a call to 911, they have rules and regulations, pertaining to WHERE you can be taken, and doctors in the area they must call, all sort of red tape. Also, the attendants are not very well trained. In short, a bunch of empty headed Nitwits. Needless to say, Bill, as sick as he was, took charge of the situation and said, "Boys if you are not going to get on your way and take me to the hospital, then open these doors and let me out", he then instructed, "Mary Lou, get the car out of the garage, and you take me". I borrowed a pillow from the ambulance and when we left, they were still just sitting there, talking to some one on their telephone. They inquired, as Bill walked through the snow in his sock feet, if I thought I could drive my car. I replied, "I could fly a helicopter from this exact spot, at this moment". Love you all, Hugs and Kisses, Stay well. *Mary Lou*

FOSTER STURDEVANT—110 Doral Dr, Pinehurst, NC 28374
Dear Scotty, Having retired to Pinehurst some 18 years ago after leaving Glen Ellen, IL, I found this to be an ideal retirement area. Pinehurst then had six golf courses – now has eight. There are also about 30 more within a 20 mile radius. Golf about four or so times a week.
The plusses here are easy access to the mountains and beaches as well as all sorts of entertainment in nearby Raleigh.
Lost my beloved wife, Barbara, some nine years ago and have since remarried a lovely lady named Lydia.
Having reached my 86th year, life has slowed somewhat. An occasional visit to children and family on special occasions keep us busy along with theatre and concerts only 15 minutes away. We are fortunate to have made many friends in the community. As you can tell, we don't even have a computer. It's so country here – it's a wonderful place. *Foster*

RICHARD & CAROLYN SWANSON--15907 SE 48th Dr, Bellevue, WA 98006 richncarolyn@earthlink.net

Dear Cleve, I hope the remaining years slow down a little. This first one "flew" like the 777 I remember flying to Narita and Bangkok (well maybe not the all-nighter to BKK).

Retirement started with fantastic surprise party arranged by my daughter. How great it was to see so many dear friends. A short time later Carolyn and I took a Rick Steves three-week "Best of Italy" tour. The people, the sights, the food, the wine, enough reason to return again and again!

The golf game is proving difficult (buddies might say impossible), but still enjoyable. My daughter convinced me to join a woodworking class at the local community college. Instructor thought it quiet a jump from the designated toolbox to constructing a cannon ball bed. The project has been all consuming for the last six weeks. One more coat of varnish and I am done.

Next, a retirement home, except no hammer for me these hands on that project. Lord willing, I'll let you know next year.

Thanks to everyone there for all the hard work done getting our stories out each month. *Rich*

ELLIS T. SWEAT—2244 Royal Ln, Naples, FL 34112 ellswe7@aol.com

Gentlemen: This note is to second last months letter endorsing the Shouldice Hospital, Toronto, Canada, for hernia repair. Outstanding care and my wife enjoyed the Toronto Theater.

Stayed busy for a couple years working part time at APF. Now I'm slowly restoring a motorcycle purchased from LGA Capt Frank Petric in 1972.

I appreciate your time and hard work on the newsletter. Wow! The last three years seem like a New York minute. LOL United. *Ellis*

DONALD TOEPPEN—14420 Whitewood Dr, Sun City West, AZ 85375

1944 to 1977, all in Chicago Hi Jock, et al: It has been a wonderful winter here on the desert. With the departure of the snow from the northern tier, our snowbird visitors have all but disappeared. Until the real hot W/X arrives, this is still a good place to be.

No travel to report as that Stewardess I started shacking up with in 1945 is still trying to beat old man Parkinson. A number of our pilots ended up with this disease, and there is no way a bit of a lady is ever going to pass the physical for throwing her

husband around as this disease requires. A man in good health can handle the patient, but it requires much lifting, pushing, pulling, and general maneuvering.

Joan has a great affinity for doing things for herself, and never gives up though she can not walk, dress herself, or even feed herself. She does have a three wheel electric "scooter" which helps her get around the house and neighborhood. She loves to work in her garden. She'll drive out there in the scooter and I'll put a foot stool in the garden, put her on it, give her her trowel and fork, and have a great time. Good therapy! We do have a fine lady help us six hours a day with Joan's bathing and dressing. She is a certified caregiver. Her late husband was a United mechanic in Chicago. Talk about a turnaround. He kept the ships flying so I could earn a living, and now I provide the income for his widow! This lets me get to the store and do general maintenance around the place. Did your wife ever complain about having run out of ideas for meals? Well, I have more than once. Just buy a steak, throw it on the charcoal broiler, and we both enjoy the meal! But if your wife is an expert on a balanced diet, you eat a more healthy meal than we do! In spite of the problems we face, Joan never gives up and is most positive. We still have many laughs, and thank the Lord for our blessings. Best wishes to all! *Joan & Don*

GUS TUIT—2954 S. Eagle Bluff Rd, Greenbank, WA 57-91, EWR, ORD, SEA

Hi all you RUPAairans, Am glad to get the newsletter each month and it's the first thing to get read around here. Had a pretty good year in '02 except lost a little weight. Got rid of half a kidney in May for what thankfully turned out to be a benign tumor. Never know though until getting opened up. Didn't do much traveling last year, but had a visit from Ed & Patsy Musser around the end of summer. Also spent a few days with Del & Pat Gartner in B.C., and in Dec. visited Bill & Ruth Stewart in Golden, CO.

I may be wrong, but at one of the Florida luncheons, did I see the name of the guy (that's using my nice language) who told Ferris he could find pilots to replace most of us? I'd rather not believe it! Then again, I've seen a few other unbelievable things. Have also had calls the past year from other retirees that I haven't seen or heard from since I "hung 'em

up." Thanks, guys!

That's the news from Gus & Laura's place. Hope this airline of ours survives! Check in the mail!

Best to all, *Gus*

GERALD C. URBAN—4485 E. Stormy Lake Rd, Conover, WI 54519

Hi Cleve and all who make this possible. Time flies and I am late with postage, but included is three years postage so now I will be on time for quite awhile.

We continue to spend six months in FL and six months in Wisconsin. Other than a few aches and pains we are doing OK. I continue to have fun with a golf putting aid that a number of top PGA pro's now use. Even give airline discount (free postage) at www.lineaputt.com if the person indicates he is airline personnel.

Thanks again for all the effort to get the *RUPANEWS* out. *Jerry*

FRANK E. VANCINI—4045 Sky Harbor Dr, Coeur D Alene, ID 83814

Hi Cleve and Jock, Greetings from No. Idaho and I hope this finds you both enjoying life and especially for you, Jock, that you've whipped that little bugger for all time.

I had just realized that the end of this month was my renewal deadline so, as the saying goes, the check is in the snail mail system and I'll write my yearly news note and try not to ramble on too long. Like everyone else, or so it seems, it boggles the mind to observe the level of incompetence that the management of this airline has achieved over the last couple of years. One can only hope that the employees, with all the sacrifices that they have made, will triumph over the idiots currently still in the front office and bring the airline back to its rightful place as the best in the world. I keep my fingers crossed that such will happen.

2002 was a good year for us both health-wise and for travel and adventure. Monika went to Germany several times to see her mother who, at 87, is enjoying excellent health and in October moved into a retirement complex that she really enjoys. I went with her twice and really had a good time including a private tour of the Airbus plant by an engineer that is a friend of ours. The second time I went over was for a 70th birthday party for Monika's cousin at one of the finest hotels in the world. It is a fantastic

hotel located just above the Elbe River in Hamburg in a very upscale area named Blankenese. At the party I was introduced to a gentleman who had been a Luftwaffe pilot during the "big one" and was one of the first Me262 pilots in the flight test phase of the airplane. A very interesting half hour talk followed and I was truly fascinated listening to him relate some of the scary incidents that occurred during his time in flight test.

The rest of the year saw several trips to the kids' house to spend time with the grandsons, a lot of hunting, some very successful skeet shooting (several championships and class advancement to A class in all 4 gauges) and finally, a wonderful cruise on Norwegian Cruise Lines from Valparaiso, Chile through the Chilean fjords, Strait of Magellan, Beagle Channel, Cape Horn, Falkland Islands, Montevideo, and ending in Buenos Aires. Fantastic scenery, good food especially in Santiago, Montevideo and Buenos Aires. While we were in Ushuaia, Argentina, Monika called our daughter to see how she was feeling and found out that another baby was coming in September! We had been keeping in touch via e-mail from the ship (not cheap-\$55.00 for 100 minutes) and she hadn't been feeling good for about a week. A quick trip to the doctor solved the problem. The call from Ushuaia cost in the neighborhood of \$2.00 for 7 minutes - cheaper than calling Seattle!

Well, I said I would try to hold the rambling to a reasonable level so it's time to sign off. If anyone is interested in more info about the South American cruise they can e-mail me at vancini@adelphia.net and I'll be glad to help in any way that I can.

Thanks to all for the wonderful job in getting the *RUPANEWS* out to all of us. It is truly appreciated and I look forward to each issue to read all the interesting viewpoints, opinions, travels and adventures of our members. Until next year take care.

Best Regards, *Frank*

CHARLES WALTHER—514 Golf Haven Terrace Sebring, FL 33872

I can't believe what I read in the March issue of the *RUPANEWS*: Dick Davis taking a shot at Rick Dubinsky. Wasn't Rick the guy who saw Blue Skies for what it was: Ferris and Ferg's attempt to gut the pilots' contract? Didn't he fight for more training on the glass cockpit when the company refused to split the 737 fleet? Didn't he fight to keep the third per-

son in the cockpit? I wonder if that third person might have prevented the tragedies of 9-11. Rick is trying to save not only his pension and his health benefits but those of his fellow retired pilots. I have had my disagreements with Rick over the years, but never did I believe he was not working in the best interests of the UAL Pilot Group. I am pleased that he is representing me in front of the bankruptcy court. When I last looked, no one else was volunteering to do that. *Charlie*

P.S. If you are in Sebring stop by and bring your clubs and lots of \$\$\$.

WALT WARNER 8901 Canada Rd, Gilroy CA 95020

Hi Jock, Good to see you looking so well at "Boys Night Out". Not much change this past year in the Warner habitat. My daughter is still taking good care of me after my stroke a couple of years ago. Still trying to sell 40-acre parcels off the original ranch, but the latest wrinkle is that the Santa Clara County water district is considering turning this valley into a lake for water storage - Always something to keep us on our toes.

I'm looking forward to a Warner family reunion later this month. Getting together with this family is always a lot of fun.

Hope to go to Maui later this year if good ole United Airlines is still flying...

Just wanted to say thanks to Russ and Jean Cottle, Scotty Devine and Ken Breitschopf for making our Tracy reunion a great success! A terrific time was had by all.

And thanks to you Jock, your health articles as well as current data on United are greatly appreciated.

Again, thanks for your dedication to RUPA, and to all the other well-paid volunteers.

Hope I have more to write next year. *Walt*

KENNETH H WHEELER—2982 E. Military Rd, Zanesville, OH 43701 jadec@globalco.net
DENTK,ORD, CLE, ORDFO

Dear Jock, Six years ago set the parking brake for the last time. I miss some of the people I worked with. That about says it.

Nancy and I are in pretty good health. Her Mom is still with us at age 88. Not too strong physically, but her mind is clear which is a great blessing. Barbershopping and country music occupy lots of time. If I live another 50 years I may shoot my age on the

golf course, but life is good. My grand daughter advises that if all goes well, we'll be great grandparents in November. The youngest grandson has his drivers license. None of this is my responsibility, so life is good. Kudos and thanks to the F&S'ers. Check to Cleve. Proud to be a "Cleveland Crazy". Hummmibly, *Ken*

VINCENT J. WORMSER—9827 SE 42nd Pl, Mercer Island, WA 98040

Hi Cleve, Still alive (84 years) enjoying life and boating in Puget Sound waters. Just completed three months in a leg cast to renew and rebuild an ankle. Best Doctor in the U.S. for ankle repairs is in Seattle. Dr. Sig Hanson, Harborview Hospital. I'm walking now – no stiff ankle.

Hope UAL rebuilds soon. Enjoy your good work.

Vince-Johnie

LLOYD W. WHITLOW—38 Isleworth Dr, Henderson, NV 89052 702-433-5810 flyn-hi747@msn.com

Dear Jock: As of March 1, 2003, there is a new RUPA member, my son, Lloyd W. Whitlow Jr., better known to all his friends and fellow crew-members as Bill Whitlow.

Bill flew with me on my retirement flight on June 13, 1981 to Honolulu. At that time we both agreed that if I were still "Upright" I would fly with him on his retirement flight.

Bill has been flying the 747-400 to the Pacific Rim and in February, his schedule was LAX-NRT-SIN-NRT-LAX, a five-day sequence. Bill decided to retire 22 months early and called to let me know that he would be leaving on February 20th and returning from NRT on February 25th.

The February 20 flight from LAX was almost full in first and oversold in Business, and we had no desire to ride in Coach for the 11+ flight. We checked loads and found that the flight from LAX on the 21st was also marginal and that the SFO flight only had one revenue passenger booked in first so we elected to take that flight to NRT.

We arrived in NRT fresh on February 22nd after a good sleep in those great First Class seats. We stayed at the NRT Hilton where the crews layover and enjoyed some good conversation with layover crews at the "Barrel". On the 23rd, as this was Donna's first trip to Japan, we decided to go into Tokyo, after learning that a cab fare was astronomi-

cal, we elected to take a bus, which still cost us \$103.00 round trip. That evening we again visited the "Barrel" with more good conversation. On the 24th we took the hotel bus into Narita, but it started to snow and as it was freezing cold not knowing where to go we caught the next hotel bus back to the Hilton. Around 4:00 PM, Bill arrived at the Hotel with his crew and wife from SIN. United gave Bill's, wife, Kris, positive space tickets in Business for his entire sequence; she was upgraded to first on all but the NRT-SIN leg. It was still snowing, but the gals wanted to go shopping, so we again went into Narita, this time no problem as Bill knew his way around.

On February 25 we boarded Bill's last flight, UAL 890, and he took us to the cockpit for pictures. By coincidence three flight attendants had flown with me to Hawaii, so more pictures were taken with them. After takeoff the Purser came on the PA and told the passengers that this was a very, very special flight as this was Captain Bill Whitlow's retirement flight and that his wife and father and step-mother were in First Class.

Bill made a real grease job on his landing at LAX, all the passengers applauded, I was very proud. After clearing Customs, etc. we went to the LAX Flight Office where more pictures were taken, as it is rare to have a father and son both retire from the same Domicile. The attached picture was taken in front of the DC-6 mural in the Flight Office.

It was a very memorable, emotional, and marvelous experience, one that Donna, Bill's wife, and I would not have missed. *Lloyd & Donna*

PHILIP YOUNG—674 La Porte Rd, Quincy, CA 95971 pbyoung@sunset.net

Dear Cleve, I have been the recipient of Hiram's issues of the *RUPANEWS*. This is to let you know that, after a short illness, Mr. Broiles passed away on March 18, 2002. He was 97 years old and greatly enjoyed reading your publication. He lived a long and full life and was probably one of your more notable members. Although he had only a short career as a United pilot, from 1937, when he returned from China after flying for several years for CNAC, until 1942, when he was activated by the Air Force for WW II (one of his last jobs for UAL was training "Tracey Aces"!), he maintained several lifetime friendships with his fellow pilots, including Jeppeson. After the war he

started a career with the FAA and was, from 1960 until 1965, the FAA coordinator for United Airline's Flight Standards and Pilot Training programs in Denver. I am enclosing a copy of his obituary for your records.

Hiram was responsible for my becoming a pilot for United. Several years before I retired in 1999, my son, Gregory, also joined UAL as a pilot. He is currently an instructor at the Training Center his grandfather was involved in over 40 years ago. Since I'm feeling a bit guilty about never having joined RUPA, I've decided this would be a good time for me to correct that omission. Best Regards,

IN MEMORIAM

Phil

HARRY ARCAMUZI

In the late 1950's I was a DC-3 Captain for Capital Airlines. Harry Arcamuzi was my co-pilot and he wanted to familiarize himself with the airplane on which he was to be upgraded to Captain. As was customary, I let Harry fly from the left seat, the captain's seat, so he could become accustomed to it. One afternoon Harry landed at Akron, Ohio. The landing was like nothing I have ever seen in 54 years of flying. There was no sign whatever that the airplane had landed - no squeal of tires, no rumble, nothing to indicate the airplane was on the ground. Only when the airspeed was too low to sustain flight were we certain we were on the runway! Harry went on to fly captain for many years. Whenever Harry and I would meet in later years, we would always speak of "THE LANDING". Lord Bless You, Harry, and may He consider that landing in your final check.

God Speed, Harry. *Woody Hays*

In 1969 Harry was on a crash banana diet. He would drink nothing but milk all day, except for one banana which he chose to eat in cruise between PIT and ATL. Sitting on the jump seat of the Guppy he was flying, I snapped a picture of him eating his banana in front of the 737's yoke. Later I put it on the EWR pilots' bulletin board with the title "You can teach a monkey to fly if you have enough bananas".

Harry was a lot of fun! *Vic Shumaker*

HIRAM BROILES

Hiram Broiles, age 97, a veteran pilot and 35-year resident of Pebble Beach, died in Redding, California, on Monday, March 18th, after a short illness. He was born in Dallas, Texas in 1905 and graduated from Texas A&M University in 1928. After two years professional baseball, he entered the Army Air Corps flying school and graduated in 1932 in San Antonio, Texas. He flew in China from 1933 to 1937 with China National Aviation Corporation, as a commercial pilot. After returning to the United States, he flew for United Airlines until WWII, when the US Air Force activated him. During WWII he flew one of the longest missions of the war, mapping all the Air Transport Command routes of the world in motion picture film and stills, for which he was awarded the Distinguished Flying Cross. According to official Air Force records, he spent more time in the air during W.W.II than any other pilot. He returned from the war as a Lieutenant Colonel.

After W.W.II he was employed by the Federal Aviation Administration, primarily based in San Francisco until 1951, when he was again activated by the Air Force for the Korean War, and completed two more years as a pilot. In 1953, he returned to the FAA and in 1956 was sent to Paris, France for three years, assigned to the U.S. State Department, Technical Assistance Program. He was in charge of the mission that located the present airport sites for Beirut, Lebanon and Ankara, Turkey. In 1959 he was reassigned to Rome, Italy for one year, to work Africa. In 1960 he was transferred to Denver, where he acted as the FAA coordinator for United Airlines' Flight Standards and Pilot Training programs until 1965. He completed his FAA career in San Francisco in 1966, when he retired to Pebble Beach.

His wife, Elaine, died in 1981, and his daughter, Eleanor Baker, died in 2001. He is survived by his daughter, Betty Young of Quincy, California, seven grandchildren and 13 great-grandchildren. Funeral services and burial, with full Military honors, were held in Fort Worth, Texas. The family suggests that memorial contributions be made to the Mercy Hospice in Redding, CA or to the do-

nor's favorite charity.

GLORIA EMMA ZURMUHLEN

It is with extremely deep sorrow and mourning that I inform you and my fellow pilots of the death of my Wife, my companion, my partner, and my best friend in 48 years of marriage and the wonderful and capable mother of our eight children. She left us on the eve of this New Year, December 31, 2002.

My oldest daughter Cynthia who lives in Omaha, Nebraska, and my youngest daughter Katherine who lives in Charlotte, North Carolina with their husbands were not able to be present for Mom's Memorial mass service in January. At my request, they jointly composed a testimonial to their mother and E-mailed a copy of it to Father McDonald who would be celebrating Mom's Memorial mass. In this way, they would be spiritually present in the form of their composition, and Father McDonald would have some concept of the person he was memorializing in the mass service. The result was more than I had hoped for. Father McDonald, in his eulogy, spoke of Gloria as though she was an old friend whom he had known for years.

We spent the last two and one half months of our lives together in the hospitals with Gloria until we brought her home for Christmas on December 21st.

Frank. Zurmuhlen

THOMAS M. HALLAM

Thomas M. Hallam, a retired Flight Dispatcher, who had worked for Pennsylvania Central Airlines, Capital Airlines and United Airlines, passed away on March 18, 2003 after a short illness. He was born in 1917 in Southview, PA and his first full time job was as a coal miner in Pennsylvania. He soon determined that working underground was not for him as a lifetime occupation when there were good jobs to be had above ground. So Tom got his Commercial Radio licenses and was hired by PCA as a radio operator. Working as the communications arm of the Flight Dispatchers, he learned that profession and progressed to Senior Flight Dispatcher and compiled a total of over 39 years of airline service. He worked at Allegheny County Airport in Pittsburgh, then transferred to Washington National Airport and completed his service at Dulles International Airport. Tom was an avid gardener and frequently brought in prize winning size and quality tomatoes and pumpkins while he was

living in Virginia. He and his wife of more than 55 years, Myra Johnson Hallam, a former Hostess for Capital moved to Sierra Vista, Arizona 11 years ago. In addition to his wife, Myra, he is survived by a son, Thomas and a daughter, Nancy. Tom was the victim of Pancreatic Cancer, a very fast developing disease. I had the pleasure of working for many years with Tom, a very good friend. *George Paull*

FREDERICK KOEHLER

Frederick Donald Koehler, 74, was born September 22, 1928 in Woodbury, New Jersey. Fred ended his battle with cancer on Sunday, December 15, 2002. He maintained his positive attitude with me until the end, and when he closed his life he showed me again his strength and courage. I think many of you who knew him will share my feelings; he was one of the best. He was an exceptional husband, father and grandfather.

Prior to his career with United he had flown in the United States Navy and was a member of the Flying Midshipman's Association.

He enjoyed a life filled with many sporting activities, lots of great jokes and cheer.

He will be greatly missed by me and our son, Kurt, daughter, Kate, and their families and many friends. *Claudia Koehler*

CURTIS L. MILES

SFOOD Flight Dispatch Manager, Curt Miles passed away March 24th in Tucson AZ from a ruptured aortic abdominal aneurysm. Curt & Maebyn had a winter residence in Green Valley AZ & their main residence is 13723 SE 257th Ct. Kent WA 98042. Curt was one of the terrific group of Flight Dispatch Managers who worked in SFOOD until the consolidation of flight dispatch offices in CHI in 1982. *Bud Peters* (retired flight dispatcher)

MARIAN GRAVIS REEDER,

Mrs. Reeder - 93, passed away suddenly and peacefully on Feb. 13, 2003. Born April 28, 1909 she was raised in Martinsville, IN. She was preceded in death by her beloved husband of 63 years. Paul E. Reeder, a founding pilot and Captain of United Airlines.

They were blessed with their three children, 9 grandchildren, and 14 great-grandchildren.

A Memorial Service was held at the Los Altos

United Methodist Church.

WILLIAM H. STEGER

William H. Steger, passed away on, April 10, 2003, in Murfreesboro, TN. He is survived by his loving wife Glen Lea, son UAL F/O Kenton "Chip" Steger and a wonderful family. A visitation followed by a memorial service was held at the Woodfin Funeral Chapel, in Murfreesboro. In lieu of flowers, the family requests any memorials be sent to Hospice of Murfreesboro, 726 S. Church Street, Murfreesboro, TN 37130

THOMAS HODGINS STOWE

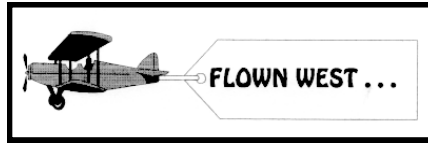
Tom Stowe, 70, of Glen Ellyn, a retired captain with United and former Air Force and AF Reserves fighter pilot, died of cancer, Feb. 14, in his home. He was born in Duluth, Minn., and graduated from Greenway High School in Coleraine, MN, where he was vice president of his senior class and a star player on the football, basketball and baseball teams. In his yearbook, he was described as "the quiet type, full of fun and liked by all."

After receiving a bachelor's degree in business administration from the University of Minnesota, Tom served in the Air Force and AF Reserve where he flew fighters and retired as a lieutenant colonel. Tom was a 35-year resident of Glen Ellyn and was chairman of the Knights of Columbus Golf League, a member of the Wheaton Elks Club and the Twenty/Sixty Investment Club. He also was a volunteer at the Museum of Science and Industry. In retirement, he maintained an active lifestyle as a golfer, advanced downhill skier and scuba diver. He also coached his sons' baseball teams.

But according to family members, Tom will most be remembered for the annual chili party he held for the last 20 years. On the first weekend in October, he opened his home to dozens of neighbors and friends to enjoy his famous chili – hot, hotter and hottest.

Tom was a wonderful father, who taught his children how to live life fully through his own example. He gave them a map, but not the directions, so that they'd each find their own path to happiness. Tom is survived by his wife of 37 years, Judy; two sons, David and Steven; a daughter, Sara; three grandchildren; two brothers, and a sister.

A Funeral Mass was said in St. James the Apostle Catholic Church in Glen Ellyn. In lieu of flowers donations to the Griffin Center, C/O, Sr. Julia Huiskamp, 3500 Market St., East St. Louis, IL 62207 /or Loyola Hospice at Cardinal Bernadin Cancer Center, C/O Dr. Ellen Gaynor, 2160 S. First Ave.



Hiram Broiles	3/18/2002
Frederick Koehler	12/15/2002
Donald J. Smith	2/3/2003
Thomas H. Stowe	2/14/2003
Robert P. Schwartz	2/15/2003
William E. Bowen	2/16/2003
George W. Hardie, Jr.	
Capt. Nate Cloak*	
Harry Arcamuzi	
Thomas A. Herdklotz	3/16/2003
Thomas M. Hallam	3/18/2003
Curtis L. Miles (SFO Flt Disp Manager)	3/24/2003
F/O David G. Mathews* ORDFO	4/9/2003
William H. Steger	4/10/2003
F/O David Witchey* ORDFO	4/17/2003

* 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* - 239-417-8462
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
2nd Wed. SEA Gooneybirds Couples Gala—*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: May 22nd, 2003

Mailing: June 4th, 2003



PERIODICALS

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