



RUPANEWS

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RUPANEWS

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PRESIDENT'S MESSAGE

Fellow RUPArians, I'm sure by now, each and every one of us has received a letter from United announcing that they have applied to the Internal Revenue Service for funding waivers to relieve pressure on their pension obligations. It's my understanding that for each waiver granted, United would gain an additional five years to make the payments that were due in that plan year. We won't know if the IRS will grant the waivers for some time, as it typically takes the IRS six to eight months to render their decision. Meanwhile the company continues to support legislation currently before Congress that would give them relief to the short-term burden of current pension funding requirements.

At this writing, Convention registration forms continue to arrive. By the time you receive this issue of the *RUPANEWS*, the Convention will be history. For those of you who attended, I hope you had an enjoyable time. I certainly want to thank you for attending. Our next social event in the San Francisco Bay Area is the RUPA Holiday Party. It will be held on Wednesday, December 3rd. Remember to bring a new unwrapped toy for the Toys for Tots Program. Look for more information on the following pages.

If you haven't signed up for the RUPA Cruise yet, give it some serious thought. We had a great time aboard the *Rotterdam* last year and this cruise will be held aboard its sister ship, the *Amsterdam*. If you're concerned about signing up so far in advance, take out optional trip insurance which is available through the travel agent. Trip insurance is almost a necessity to cover the cancellation penalties.

That's it for this time around. Fraternally, *Rich*

DANA POINT RUPA LUNCHEON

Third Tuesday 1200 21 October 2003, *Wind and Sea Restaurant*, Dana Point Harbor

A small but committed crew (12 souls) showed up for our luncheon today, enjoying 80-degree temps and a cooling sea breeze wafting through the harbor area, while the surrounding inland communities were once again sweltering in the 100s of a late Southern California Indian Summer heat wave. The regulars who didn't make today's get-together know what they missed: the always good food and spiffy service offered up by the *Wind and Sea*, and the pleasant venue here in the Dana Point harbor which makes for an altogether enjoyable experience for breaking bread and sharing life's little stories. It's what keeps us coming back.

Conversations about United continue in the "Wait and See" mode, with discussions on URPBPA tending in favor of supporting them to help protect our pension interests.

Those in attendance were: Park Ames, Carlos Bernhard, Ron Cordes, Bruce Dunkle, Bob Fuhrmann, Peter Hansen, Ed Judd, Bill Meyer, Bill Rollins, Bill Stewart, Jim Stowell, and your correspondent, *Joe Udouch*

DEN GOOD OLE BOYS

The October meeting of DEN Good ol' Boys occurred on an unbelievably nice day for this date in this part of North America, and probably occasioned the good turnout. Happy hour was a rousing success, and the bell sounded at twelve hundred hours on the dot. For the Marines reading this, the big hand and the little hand were on 12.

It was noted with sadness that Clevinger Kehmeier and Chris Due had both gone west. Kehmeier from an apparent heart attack, and Due from reasons unknown.

This scribe heard no complaints regarding the cuisine, and the coffee was hot and the beer cold. For the first time in recorded history, we actually had a call-in to the meeting. Ed Riehl called and stated that he had intended to make the meeting, but was unavoidably kept away due to pain meds taken for minor surgery. Our best to Ed for a speedy recovery.

Note was made of the difficulty in the Alabama Supreme Court regarding the reported posting of the ten comandments. It doesn't take a rocket scientist to know that you can't post a "Thow shalt not steal" sign in a building full of lawyers.

On a more sober note, Jim Krasno fielded questions relating to the current (known) situation re. retirees

pension. Suffice to say they are working on it.

Special note was made of the upcoming meeting for November at which spouses are invited. Mark it on your calendars (Nov. 18).

The meeting adjourned at a respectable hour.

Those attending were: Bill Hanson, Hal Krause, R. O. Stewart, Bill Hoygaard, Rick Madsen, Gary Gore, Maury Mahoney, Dick Shipman, Tom Gordon, Dave Murtha, Curly Baker, Frank McCurdy, Pete Delo, Casey Walker, Bob Ashworth, Bob Blessin, Sam O'Daniel, Jack Turner, Jim Jenkins, Ralph Wright, Dick Kobayashi, Bob Steeneck, Larry Walters, Bill Fife, Bob Crowell, Jim Krasno, Dick Garbrick, Chuck Fellows, George Maize, John Thielen, Dave Johnson, Russ Ward, Stanley Boehm, John Fields, Jim Harris, Ed Schumacher, and the scribe and coordinator *Ted Wilkinson*

GOLD COAST GROUP

The first meeting of the South Florida RUPA group met on Thursday, the 9th of October, at the regular place in Pompano Beach. We had 17 folks there for our first meeting of the New Year. I was not one of them. Bob Langevin sat in for Jimmy Carter Stan Blaschke, and me as none of us were in town. Both Dan Petrovich, Miami's new Chief Pilot and Bob Engelman, Council 150's Chairmen were in attendance. From all the reports that I received, the fight didn't last all that long. Just kidding, we have two really great leaders here in South Florida for both the company and ALPA. This is surely an opportune time to have enjoyed this good fortune.

In attendance on the 9th were, Paul Livingway, Mark Livingway, Dick Bodner, Ernie Howells, Dick Wiley, Paul Dunne, J.T. Palmer, Peter Gallant, Dave Peat, Mike Warde, Dan Petrovich, Ed Cleary, Les Eaton, Bob Hein, John Bieger, Bob Langevin and Bob Engleman.

Next get together will be on November the 13th at the *Flaming Pit Restaurant*. Time is 11:30 AM and we hope to see a good group next month. Again, I will be absent, as Pat and I are taking my parents on a cruise for their 70th wedding anniversary. I should hope to live that long, let alone be married that long, without my wife doing me in (and I will without a doubt deserve it.)

If you would like to be on our post card reminder list, call me at 561-994-6103 or e-mail at p-jbradley@msn.com. Jimmy Carter is at 561-272-1860 and Stan Blaschke is at 954-581-0145.

Jerry for Jimmy and Stan

LAS VEGAS HIGH ROLLERS

The September luncheon was a kickoff for our fall get-together after a long, hot eventful summer. We met at *Memphis Famous Barbeque* which will be our monthly meeting spot on the third Tuesday of each month until further notice. Our meeting was well attended, although we still have a lot of people staying in the cooler parts of the U.S.

The following were in attendance: Andy & Dawn Anderson, Bill Balboni, Bruce Barton, Rob Burnstein (new) welcome, Barry & Ruth Dixon with guest Dave Tudor, Barrie Folsom, Bruce Fisher with guest Marlene Brown, Jerry & Susanna Johnson, Guy & Cathy Manning, Hugh & Kathy Mattern, Hal & Shirley Morris, Dave & Bonnie Munyon, Joan Morley (new) welcome, Bob Roland (good to see you back), Jim Tight, Don & Betty Swirnow, Lloyd & Donna lee Whitlow, and yours truly Clyde House. The 21st of October is our next meeting, which just happens to be my 71st birthday, so I will provide the desert and we will have a party. No presents, just your presence would be greatly appreciated.

clydie747@cox.net Please note the e-mail address change due to my computer crashing.

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

LAX LUNCHEON AT BILLINGSLEY'S

September 18, 2003. At 1145 we started drifting from the cocktail lounge to our private dining room. The following 24 were there for lunch: Loyd Kenworthy, Jack Hanson, Shirley Hanson, Ken Williams, Jack Moore, Don McDermott, Rex May, Doug Rankin, Herb Goodrich, Walt Tyler, Bob Mosher, Jim Turner, Dave Tank, Bob Cross, Bob Kohler, Norm Witt, Butch Trembly, Walt Albright, Bob Clough, Tom McQueen, Gerry Beyer, Jim Day, Lee Cameron, Edna Cameron.

At 1205 Don McDermott got our attention and said Rex May had some information for us. Rex told us about the new deadline for having things in the following month's *RUPANEWS*. This is covered on Page 3 of the September issue of the *RUPANEWS*. This month it is September 17th, so our luncheon report will not appear until the November issue. Rex went on to say he went to the Dana Point RUPA Luncheon where every one was younger than him, and today most everyone is older than him. He closed by telling us to mark our calendar for our Christmas luncheon at the *Hacienda Hotel*, the second Thursday of December, which is the 11th.

Don McDermott then talked about pension plans in the United States and an article in last Tuesday's *Wall Street Journal* that pertained to pension plans such as ours. He went on to say Congress may not get around to legislation pertaining to pensions till the next session of congress.

Don's son is a United A-320 Captain and he said working rules are almost nil, and he is flying trips that are 5-days on and 2-days off.

The question was raised as to the possibility of changing the date of our luncheons to the 2nd Thursday of the month. This way our report would be in the following month's *RUPANEWS*. But it was decided to leave it as is, on the third Thursday of the month. So our next luncheon here at Billingsleys will be November 20th. 'Till then, *Doug Rankin*

LOS ANGELES AREA

Twenty-three of us met for refreshments and lunch. Attending were Shirley and Jack Hanson, Margaret and Charles Barnard, Ginny and Dave Tank, Joyann and Jack Moore, Linda and Rex May, Walt Albright, Herb Goodrich, Loyd Kenworthy, Don Krueger, Joe Bechtol, Jim Turner, Norm Witt, Arvid von Nordenflycht, Sharon Crawford, John Joyce, Tom Reidt, Gene Gawenda and Ken Williams.

Retirements were of course discussed.

The December lunch will be on the 11th, which is the second Thursday instead of the third. The next get together will be at *Billingsley's* in Van Nuys on November 18th.

Hope to see you there. *Rex May*

THE NORTH COAST FLYERS

September 2003 A small but stalwart group met at *TJ's Restaurant* in Wooster for our monthly luncheon. Rick and Ronnie Ogden, Dick Orr, Rip Curtiss, Dick Sanders, Ken Wheeler, Jim Burrell, Don Karaiskos, and long time Cle Crazy Bill Taylor joined us, visiting from Tennessee. Comradeship, good company, and an occasional bit of humor kept us into the late afternoon. Major News: John and Joann Pinter will once again host their annual Christmas party in Vermilion Ohio on December 7th. **CLEVELAND CRAZIES** mark your calendar. This will be the 15th year.

Richard McMakin

The October gathering of the North Coast Flyers took place at *TJ's Restaurant* in Wooster as usual, and, as usual, considerable discussion about pension and health care ensued. George Bleyle, Phil Jach, Jim Burrill, Dick and Joanne Orr, Ed Griffith, Bill Dilzell, Bob Olsen, Tom Race, Ken Wheeler, Rick and Ronnie Ogden, and Don Karaiskos, who will be heading for winter hibernation in Arizona shortly, were in attendance.

In addition, we have been asked to remind all former "Cleveland Crazyies" that John and Joanne Pinter's

15th Annual Christmas Party (CCACP), will be held in Vermillion, Ohio on December 7th, starting at about 4pm. Information and /or directions can be obtained at 440-967-9776 or at "jpinter@foldedwings.org" on the internet.

Our last meeting of the year will be held on November 20th , in Wooster at *TJ's restaurant*, at 1pm. Our thanks, *Richard McMakin*

NW ILLINOIS RUPA LUNCH

The Joe Carnes N.W. Illinois Rupa lunch was held as scheduled on Oct. 14th at the *Warsaw Inn*. And Thanks to Sid Tiemann for calling the Restaurant Monday evening to check on the start time, because that is how we found that somehow we were not on the reservation list for Tuesday. But the room was available, so all ended well. Milt and Clift had conflicts, so we had to entertain ourselves with hanger flying and bad war stories. Next lunch Feb. 2004.

In attendance: Jerry Anderson, Dan Arnold, Hap Arnold, Leroy & Eva Bair, Ken & Muriel Bergsma, Tom Boyle, George Bramm, Duane Buchsath, Ben Burford, Phyllis & Phil Capuzelo, Bill Cherwin, Jim Cook, Denis & Sandy Darida, Barry Davidson, Roger & Sue Dreher, Tom Fasiang, Duncan Fleming, Marty Gallagher, Jim Gesler, Vince Hammond, Bill Hanifan, Bob Helfferich, Mike Hepperlen, Al Herbst, Jim Higbea, Jim Huemann, Don & Jan Jones, George Keller, Bob & Carolyn Kelly, Rob McCutcheon, Ralph Mikulich, Bill Mullen, Claude Nickell, Gene Olson, George Pylawka, Laverne Reu, Bill Silvester, George Sorenson, Larry Steenstry, Roger Thibodeau, Bill Thompson, Sid Tiemann, Jim & Mary Jeane Trosky, Lyman Walter, Tom Wedel, Paul Wember, Jerry Westfall, Tom Wokinger,

PHOENIX ROADRUNNERS

The PHX Roadrunners met on Oct. 10th at the *Best Western Suites* at Scottsdale Airpark. We had several cancellations due to RAIN - YES - RAIN!! We are always happy to gather in the Pilots' Lounge and feel a real part of this room because our 97 yr-young Ralph Johnson's picture is on the wall along with many other famous people. We then go upstairs for a very nice Lunch.

After Lunch we have a short meeting. Ken Killmon brings up the question to our group as to locations for future meetings. Very short discussion, as all the people present voted for the *Best Western* at the Airpark. So, from now on, this will be our place on the 2nd Friday of the month So hope to see you on Nov. 14th. Ralph Johnson gave a very interesting talk on the B247 and the effect on the Airline operation. As usual, our Senior member gave us the facts.

Attending: Fred Anderson, Betty Bergbower, Frenchy & Millie Bourgeois, Mike & Dawn Carlin, Jim & Ginny Dopp, Ralph & Ruth Johnson, Ken & PJ Killmon, Sylvia Leathem & Aubrey Purks Guests of the Bourgeois', Gene Paquette, Roy & Lois Scroggs, Bob Steeneck.

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

SAN DIEGO GROUP

Hi: On Oct 14th. the San Diego group met at the *Quail's Inn*, San Marcos. The restaurant has been redone, is under new management, and the food is excellent , come join on the 2nd Tuesday of the month.

Present were Hugh Wilson, Don Trunick, Pete Moyer and Bill Pauling wpauling@cox.net.

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

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

SEA GOONEY BIRDS

The Seattle Gooney Birds held their September meeting on the 18th. We had good attendance considering our weather. Very heavy rain, but it always is like that here in Seattle.

Nothing but rumors to talk about, so we told jokes and remembered the way it used to be.

Jim Chilton brought us up to date on the Museum of Flight. Terrific new additions. Bob Reid gave a plug for Gerry Thuotte's Museum in Pt. Townsend - there is real effort going on there to preserve the old aviation skills and trades.

So, if you are from out of town and want to see a terrific aviation museum, contact one of us out here and we probably know someone who can get you a special tour of the Museum of Flight AND provide directions to Gerry's place in Pt. Townsend.

For you locals, thanks for all the e-mail addresses, please keep them coming. We need to get a good data base going so we can send out notices when necessary. If you have not sent out your e-mail address to Brent Revert - reveille747@yahoo.com or Bill Brett - wrbrett@peoplepc.com - please do so. This will also serve to bug you to attend the next meeting which is Oct 16.

Hope to see you there, *Brent*

While you're sending email addresses, copy to Cleve Spring for our Association Directory. Ed

The Seattle Gooney Birds met at the *Marriott* 10-16-03. At this meeting the favorable rumors seemed to outweigh the unfavorable ones so it was a great meeting.

An attendee, whose name is intentionally withheld, told of a scam played on him and his wife which caused them a net loss of \$600. Though we are all seasoned travelers, a caution is issued to be careful.

There are people spending all their hours devising schemes to take another's money.

Once again - we are trying to establish an e-mail data base, so, if you haven't sent us your e-mail address, please do so. Furthermore, if we don't send you an e-mail in the next month please bug us. We will try to give a few days notice before the next meeting.

Brent Revert reveille747@yahoo.com

Bill Brett wrbrett@peoplepc.com

WASHINGTON AREA RUPA, EDDIE O'DONNELL LUNCHEON

October 15, 2003 The day was clear and cool with wind gusting to 45kt across West Virginia, Maryland and Northern Virginia. Inside *Westwood Country Club* it was clear, warm and almost as gusty with conversation and laughter. Twenty of the 67 in attendance for our Coed Luncheon were ladies and they did lend an air of gentleness to the occasion. It would be unseemly and impolitic to mention the comeliness of their appearance therefore that will not be mentioned. We always appreciate the presence of our Ladies, especially since they are polite enough to laugh at the stories told by the Festivities Coordinator.

Since our July Luncheon, Dr. Bill Albers and Earl Meyer have Flown West. Standing in silence we remembered the pleasure of their company and the part they played in our lives and our profession.

Lunch was lighter in nature than we have enjoyed in the past and apparently was a hit with the majority as a show of hands indicated we should pursue this type menu in the future. The Festivities Coordinator will be open to the wishes of the group as we progress through the year.

Captain Walt Clark, DCAFO Chief Pilot, presented to us an overview of the situation at UAL. Walt went through the bankruptcy at Eastern and understands our concerns. He did not try to offer a Pollyanna-ish view of the situation as he reviewed the financial results and operational performance for the year through August. He highlighted the fact that 39 operational performance records were broken this year and emphasized that this was the result of employee spirit and determination. The employee attitudes and operational performance are being recognized in the market place as measured by the intent to repurchase sur-

veys. We always appreciate the candor with which Walt answers questions. He did end his time at the podium with a pitch for our support for the United Pilots Benefit Foundation. The dues check-off support is not there as it was in past years and it has become necessary to deny requests for aid.

Ray Best and Larry Grube handled the telephone reservations. Earl Jackson and Bud Ruddy assisted Jack Evans with the money changing and check-in duties and as a result we were able to pay the bill. Thank you Gentlemen. Rusty Via and Ed Smith have both had kidney removal surgery. Each is doing well and each has extended thanks for your support by way of cards, calls and email. Pete Friedman and Dale Grigg were our first time retirees. Dick Edwards, our senior attendee, has suggested we have a late May or June outing on the Chesapeake Bay from Annapolis to Kent Island for lunch and return. We shall explore your interest further at our lunches in January and April.

Belle Haven Country Club is closing the Club House for the entire year of 2004 for renovations. Clyde Luther has offered to sponsor us at *Springfield CC* as he has for the past two January Luncheons. Fred Streb has offered to sponsor us at *Westwood CC* in Vienna. *Westwood CC* was chosen for this luncheon in order to avoid the congestion related to the interchange construction at Springfield. Fred Streb worked in negotiations right up to the time of the luncheon to secure financial arrangements that actually are better than those we enjoyed at *Belle Haven CC*. After discussion, the group decided to book our next luncheons at *Westwood CC*

At this point, the Festivities Coordinator offered a story regarding a bell-wearing rooster but was drowned out by calls for the Golden Vessel of Uncertain Heritage. There was a certain feline nature to some of the calls. Laura Petitt, wife and guardian of Herb, bravely with squinched eyes created joy in the Goebel household as she withdrew Mary Ann's ticket. The second ticket drawn was that of Jim Foster and he was seen in the lobby shaking the bottle and holding it up to the light. I always thought you were supposed to swirl the wine in a glass!?!

Our 67 attendees were Jon Beckett, Meredith Beckett, Michael Bennett, Ray Best, Al Buff, Barbara Buff, George Candelori, John Cantrell, Bill Carrigg, Chet Cassel, John Cerisano, Linda Cerisano, Walt Clark, Tom Coffey, Gil Coshland, Pat Coshland, Ed Crowther, Vince DiFelice, Brigit Dillard, Kevin Dillon, Ed Duffy, Peg Duffy, Dick Edwards, Ginny Elliott, George Elliott, Roy Ellis, Jack Evans, Jeannie Evans, Cathy Foster, Jim Foster, Pete Friedman, Jerry Goebel, Mary Ann Goebel, Bill Golemon, Betty Goodman, Bob Goodman, Dale Grigg, Jack Grooms, Larry Grube, Earl Jackson, Joyce Lopez, Don Mainwaring, Jeanne Mainwaring, Dave Malone, Frank McKenzie, Lew Meyer, Ralph Pasley, Herb Petitt, Laura Petitt, Cindy Robb, Larry Rooney, Bud Ruddy, Bernie Schwartzman, Bonnie Schwartzman, Jerry Shuts, Pete Snyder, Gloria Soltis, Joe Soltis, Fred Streb, John Teague and his daughter, Johnneen Teague and a friend Chad Minaker, Charlotte Turner, Jim Turner, Betty Williams, E.K. Williams, Powell Williams 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 *Westwood Country Club* in Vienna, 1 mile from *Tyson's*, and we invite any of RUPA to join us. Social time begins at 1100 with lunch served at noon. Next luncheon is Stag on January 21st, 2004. 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

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@comcast.net

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

PENSION AGENCY SLIPS INTO DEEPENING FINANCIAL TROUBLE

By Emily Heil,

New figures show that the Pension Benefit Guaranty Corp., the agency that insures pensions, is plunging into deepening financial trouble, prompting lawmakers to express fears that taxpayers may ultimately end up picking up the tab for the pensions of the 20 percent of private sector employees with defined benefit retirement plans.

PBGC's deficit has grown to a record \$8.8 billion as of Aug. 31, PBGC Executive Director Steven Kandarian told the Senate Aging Committee at a hearing Tuesday 14, Oct.

The agency attracted congressional attention when a General Accounting Office study this summer showed it was running a \$5.7 billion deficit. Senate Aging Committee Chairman Larry Craig, R-Idaho, said he worried that taxpayers might end up bailing out the troubled traditional pension system in the same way that they had to bail out the savings and loan industry in the 1980s.

"Of course, the details of the pensions and the S&L situation differ in many ways," he said. "But the result could eventually be the same if we do not engage in thoughtful consideration of the issues at hand."

During the hearing, Kandarian said the situation would be exacerbated by a provision in Senate pension legislation absolving companies with underfunded plans from making accelerated payments to the PBGC. The payments, called deficit reduction contributions, were imposed in 1987 as a way to get companies to fund their plans before they failed and their obligations transferred to the PBGC.

The PBGC has estimated that suspending the deficit reduction contributions for three years would cause an additional \$40 billion in underfunding the agency. If PBGC deficits grow too large, Kandarian said, the premiums could rise so high that companies would stop paying them, prompting Congress to use taxpayer money to pay benefits.

"Some have suggested that [PBGC solvency] issues should be addressed 'at some point,'" Kandariansaid. "Deferring action until a crisis point would risk subjecting the entire pension system to similar but much more serious strains in the future."

Business groups, however, argued during the hearing that the PBGC's long-term outlook was good. "To be alarmed by the current deficit and overreact would be a mistake," said Scott Macey, senior vice president of Aon Consulting, which represents a coalition of business groups with an interest in pension policies. PBGC's liabilities will be stretched out over many decades, he said, a period in which its investment gains likely will outweigh its "paper deficits."

Congress Daily, October 14, 2003



2004 RUPA CRUISE TO ALASKA INFORMATION

Date of Cruise: September 19, 2004

7 day Roundtrip out of Seattle

On The

Holland America *MS Amsterdam*

Check out deck plans and staterooms on the internet

holandamerica.com, click [five-star fleet](#), [ms Amsterdam](#), [Deck Plans - Cruises After 12/17/03](#)

All prices are per person and include \$252.00 for Port charges and taxes

Inside Cabins:

Category MM	\$899.	Dolphin Deck Forward and Aft
Category M	\$949	Dolphin Deck Midship
Category L	\$999.	Main Deck Forward and Aft
Category K	\$1049	Main Deck Midship Lower Promenade Aft
Category I	\$1149	Navigation Deck and Verandah Deck

Outside Cabins:

Category H	\$1199	Dolphin Deck Forward
Category G	\$1239	Main Deck Forward and Aft
Category FF	\$1259	Dolphin Deck Forward and Aft
Category F	\$1279	Dolphin Deck Forward and Aft
Category E	\$1299	Dolphin Deck Midship Dolphin Deck Main Deck Forward and Aft
Category D	\$1349	Main Deck Midship Lower Promenade Aft
Category C	\$1379	Lower Promenade Deck

Verandah Cabins:

Category BB	\$1649	Verandah Deck Aft
Category B	\$1699	Verandah Deck Forward and Aft
Category A	\$1749	Verandah Deck Midship
Suite	\$2499	Navigation Deck

All cabins are subject to availability.

Deck plans are exactly the same as the Rotterdam. Dolphin Deck is lowest deck followed by Main Deck and Lower promenade Deck.

Deposit of \$350 per person is due at time of booking and is fully refundable until 76 days prior to the cruise.

If you want verandah cabins, it is important to book early as they are the first to sell out. The above prices include a cocktail party and a \$50 per cabin onboard ship credit.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520-2119
1-800-309-2023 33
508-829-3068
E-mail gpsp@aol.com

2004 RUPA CRUISE TO ALASKA BOOKING SHEET

September 19, 2004 7 Day Alaska Cruise
(MS Amsterdam) Holland America Cruise Lines

NAMES _____

ADDRESS _____

Telephone(s) _____ email address _____

Mariner Numbers (Previous Holland America Guests) _____

Dining Preference Main ___ Late ___

___ Inside Cabin Category ___ Cabin Number _____

___ Outside Cabin Category ___ Cabin Number _____

Price includes \$252.19 in port charges and taxes. Price also includes \$50 per cabin on board ship credit and a cocktail party.

Total Price per Person _____ Total Price per Cabin _____

Deposit \$350 per person _____ Due at time of reservation.

Balance _____ due on or before June 15, 2004

___ Check made out to Jerry's Travel Service

___ Credit card select one = Master Charge() Visa() Amex() Discover()

Name on Credit Card _____

Credit Card number _____ Exp. Date _____

Cancellation Penalties:

75-46 Days prior sailing \$350 per person

45-16 Days prior sailing 50% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

OTHER INFORMATION _____

TSA SAYS HIJACKINGS ARE BIGGER THREAT THAN MISSILES

Washington Post Staff Writer, Friday, October 17, 2003

U.S. intelligence reports suggest that terrorists are more likely to try to hijack a commercial airliner or sneak explosives onboard than attempt to shoot down an aircraft with shoulder-fired missiles, the top official of the Transportation Security Administration said yesterday. "The propensity of the threat of terrorists would still be by getting on the airplane," James M. Loy told the House Transportation and Infrastructure Committee's aviation subcommittee.

Citing the intelligence reports he receives every morning, Loy said "there are no immediate threats" from shoulder-fired missiles in the United States. But he said he still believes that the threat of terrorists using such weapons, which are easy to obtain and inexpensive, is serious. Loy made the remarks in response to questions from House lawmakers who were seeking to identify the most pressing threats to air security so they could direct funding to address the risks.

The TSA has been working to install explosives-detecting machines for checked luggage in airports across the country. Loy said yesterday that the agency would not meet a Dec. 31 deadline to have the machines scanning all checked bags in every airport. Five airports will still be unable to scan every piece, he said.

Lawmakers also pressed the TSA to invest in better technology for screening passengers and carry-on luggage for explosives at checkpoints.

"You can walk through a metal detector with explosives today undetected," said Rep. John L. Mica (R-Fla.), chairman of the subcommittee.

Loy acknowledged that his agency diverted \$60 million of \$75 million in research-and-development funds last year to pay for staff salaries and other programs. But with \$200 million for research this year, Loy pledged to commit more attention to new technology to scan for explosives at the checkpoint and to inspect air cargo.

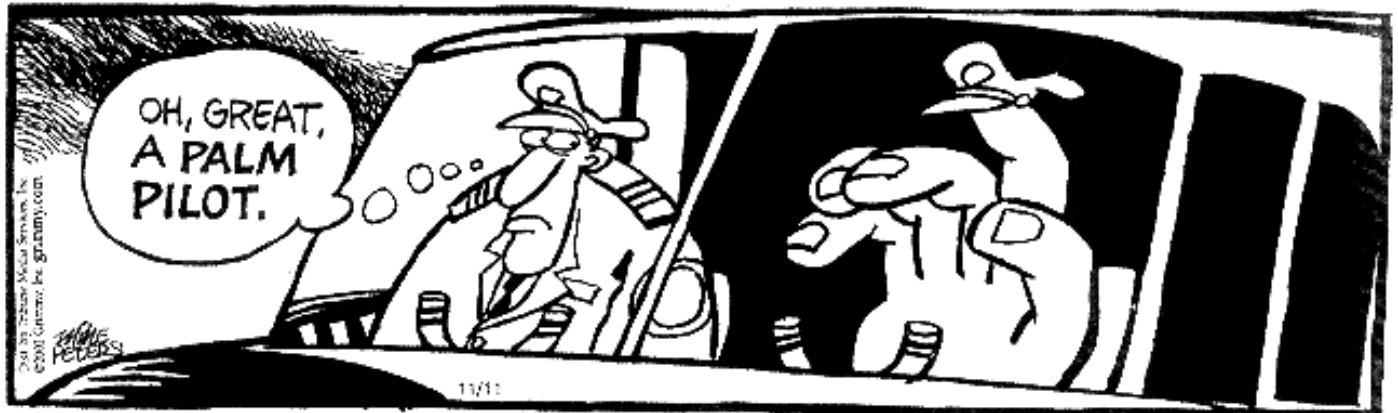
Republicans and Democrats criticized the agency over recent government reports that indicate TSA security screeners were poorly trained and are failing to catch guns, knives and explosives at security checkpoints. Republican lawmakers said the reports suggest that the airports might be better off if screening were handed back to private companies, which staffed the checkpoints before the terrorist attacks.

Loy said he is studying the idea. "Today there is no data found to conclude that private contract screeners are better or worse than the federal force," he said. "Please, let's wait until the data is on the table."

The TSA's next challenges include hiring thousands of part-time security screeners and making sure enough screeners are working to reduce passengers' waiting times, which lawmakers said have crept up to more than an hour at some airports.

The agency has lost 13.6 percent of its screener staff this year, Loy said. The rate is low compared with the 100 percent annual turnover among private-sector screeners before the 2001 terrorist attacks, he said.

Mother Goose & Grimm



9-11 COMMISSION BEING STONEWALLED BY BUSH ADMINISTRATION

Philip Shenon

The federal commission investigating the Sept. 11, 2001, terror attacks announced on Wednesday that it had issued its first subpoena, to the Federal Aviation Administration, after discovering that the agency had withheld a variety of tapes and documents that were "highly material to our inquiry." The bipartisan commission also warned that it was considering subpoenas for material from other executive branch agencies and that the resulting delays could force it to extend its investigation beyond May, when it is supposed to complete its work.

The possibility of an extension is worrying to the Bush administration, since it could mean the public release of a potentially embarrassing report in the heat of next year's presidential campaign.

In a statement, the 10-member commission said it learned within the last few days that "various tapes, statements, interview reports and agency self-assessments highly material to our inquiry inexplicably had not been included" in the materials from the aviation agency. "It is clear that the F.A.A.'s delay has significantly impeded the progress of our investigation," the statement said. The statement offered no other details about the documents that are the subject of the subpoena, which the commission approved on Tuesday night in a private meeting.

Government officials with knowledge of the commission's work said the panel and its staff were particularly alarmed by the discovery that they had not been provided with detailed transcripts and other information about communications on Sept. 11 between the F.A.A. and the North American Aerospace Defense Command, or Norad, the unit of the Pentagon that is responsible for defending American air space.

UK AND EUROPEAN VRU IS AT YOUR SERVICE

United activated its voice-recognition unit (VRU) service in Europe and the United Kingdom to provide flight information and travel-listing services to customers, employees and their eligibles. Travelers can access the VRU by calling United's local number in Belgium, France, Germany, the Netherlands and United Kingdom. The service is available 24 hours each day in English only.

A prompt menu will guide users to the options they need. The flight information option provides real-time flight information for all United, United Express and code-share flights worldwide. The employee-listing option provides flight search and listing services for all United and United Express flights.

Within the U.S. and Japan, the VRU systems continue to provide a variety of travel services to customers, employees, their eligibles and companions. In the U.S., non-revenue travelers have a designated, toll-free VRU line at 1-800-UAL-LIST (1-800-825-5478).

When using the VRU for non-revenue travel, employees need their file number and personal identification number (PIN). New callers will be able to set a PIN on their first call. If you have forgotten your PIN, you can reset it by calling 1-877-202-0263. However, this call may be charged as a toll call if you are calling from outside the U.S.

Reminder: Employees also can list themselves by using WebList with any Internet connection in the world on SkyNet at <http://united.intranet.ual.com>.

How to renew your subscription to the *RUPANEWS*

We constantly get calls from members wanting to know their status in reference to the \$25 postage fee. 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*

Send check to Cleve spring, 1104 Burke Ln, Foster City, CA 94404-3636

ORDER 2004 COMPANION TRAVEL PASSES NOW

U.S.-based employees and retirees now can request their pre-personalized 2004 companion passes by calling the People Access Line (PAL) at 1-888-725-5463. Once ordered, the passes should arrive in four to six weeks. To check the status of the order, call the PAL. These companion passes will be valid from Jan. 1, 2004, through Feb. 28, 2005, and they will be turquoise-blue to clearly distinguish them from 2003's orange passes.

As always, employees and retirees are responsible for reviewing and complying with the companion travel policy, including payment of travel fees, and are responsible for the behavior of their companion travelers. Employees may not use more than their allotment of 24 flight segment companion passes per year, even if they have ordered or received more than that number for any reason.

All employee and retiree sponsors must list their companions for standby travel using SkyNet's WebList site, 1-800-UAL-LIST (1-800-825-5478) in the United States, or they can use Apollo. Although companions cannot list themselves for standby travel, they may change an itinerary by calling 1-800-UAL-LIST (1-800-825-5478). To use this service, companion travelers must provide their sponsors' Employee ID (file number).

For additional information regarding travel policies, please refer to the travel section on SkyNet.

ABOUT THE COVER: Boeing 377 Stratocruiser

The Boeing 377 Stratocruiser, which began life as the C-97 a 100 soldier troop transport, was powered by four 3,500h.p. P & W radials, An 80-passenger double-deck air liner was, in its day the fastest and most luxurious air liner in service.



ANNUAL LAX HOLIDAY LUNCHEON

All RUPA members, spouses and widows, active pilots and spouses, present and former flight office personal and spouses and active and former flight attendants and spouses are invited. Bring a friend if you like.

December 11, 2003 at the Hacienda Hotel

525 North Sepulveda Blvd. in El Segundo
This is just South of LAX.

No host bar at 1100 followed by lunch at noon. Cost is \$19.00 per person.

Send check to: Rex May
6677 Vista Del Mar
Playa Del Rey, CA 90293-7545.

Checks must reach me by Saturday, December 6, as I must pay and confirm number on December 8
Hope to see some of you younger retirees.
Best wishes. *Rex May*

RUPA MEMBERSHIP DIRECTORY

A membership Directory is only as useful as it is up to date. This is your last chance to email Cleve Spring your current email address for our 2004 Directory



*THE FIRST ANNUAL SFO AREA
RUPA
HOLIDAY PARTY*

All members Welcome

Just a social event to kick off the Holiday Season, as such, you are asked to bring a new unwrapped toy for the Toys for Tots Program

**Wednesday December 3, 2003
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California**

5:30 to 6:30 Cash bar with dinner to follow
\$43.00 per person includes wine at the table with your choice of Prime Rib, Salmon or Chicken with Scampi. Please indicate your meal choice.
Rooms available at \$89.00 for the night. Call the hotel direct at **1-800-827-0880** to make your reservations, mention RUPA to receive the special rate.

RSVP Deadline Wednesday, November 26, 2003

Make check payable to: RUPA
Mail Registration to: Richard Bouska
2734 Crater Road
Livermore, CA 94550

_____ Last Name _____ First Name _____ Spouse/Guest Name

Meal Choice (indicate #): _____ Prime Rib _____ Salmon _____ Chicken with Scampi

Check enclosed for the amount of \$ _____



This piece came via internet as these things will. I don't know who the author is, or what airline he flew for, but unless the date has been misprinted, by 1973 the things lamented had already pretty much gone from United. Ed

FUNDAMENTAL THINGS

by Dick Drury

Even *he* had them, thoughts of what could have been, if only things had been different, but now it was beyond all that. This part of his story was about to end. Yes, even Bogart had mixed emotions as Ingrid shed a tear and then walked through the mist to the tune of old round engines as a studio orchestra played to our hearts. Of course, the 'usual suspects' would be rounded up, blamed for everything. They always are. Tomorrow would be another day, a new beginning. What is past is history and we move onward and forward, ideally with positive lessons learned. Wallowing in the mud of what could and should have been is not nutritious fare.

Sooner or later all stories end. And now it is my turn. It has come to this, an old movie fading to "THE END". I am age sixty and am on my way off stage. So I am now frequently asked, would I like to change that age limit? Absolutely! I wish it were age fifty-five, or less. But that is a personal thing. To explain is to examine the current state of the industry – or 'demise' is perhaps a more apt epithet. It is to briefly express what I miss and why.

When I first joined the 'real' airlines in 1973, we all knew the fellow with the job title of "Chief Pilot". He was not twenty or thirty years old, but more like fifty, maybe near retirement age. His office was full of aviation memorabilia, photos of the airplanes he had flown with the company – and that meant all of them – in every venue, in every bit of lousy weather from typhoons to the ice and snow of many winters, from props to jets. He had walked the walk over and again, so when he said something about what we did or how we ought to do it, his word carried the weight of not only authority but true line experience. He knew all the fundamentals, because his flight bag carried the scars of 20 years or more of flight deck life. The stripes on his sleeve were even worn and fading, as the wearing away from thousands of hours doing the real job took the sheen off new gear. In a way, this was a badge of honor.

His office was a fun place to visit. That is if you loved airplanes, because they had been his life. There were models of the company airplanes, and he was an expert in all of them, wall and tables with all those great aviation photos, even some books and magazines on aviation, from history to current times. This place was something like a visit to your grandfather who had done it all, who now resided in some wonderful room of magic, and you were allowed to wander and enjoy. Unless it was your turn to receive his fury because you had done something stupid. Even then, you took it because you knew that he was right and this was not political or window-dressing nonsense. In fact, he rejected being used in that way. He was real.

In this image, he also had merit above and beyond our respect. He could also let the CEO and his minions – plus the FAA – know when they were wrong, or that something they proposed was dumb, or that their demands were preposterous. He was in a position of honor, gained by years of line service covering every aspect of the flight operations of the company. He stood up for the troops and we knew it. When his type retired, another from the same mold would be there, an anchor in our aviation careers. But those guys are long gone. And I miss them.

The corporate replacement philosophy was simple. A seasoned veteran who speaks up was unacceptable. They wanted someone who would sell his soul for particular financial arrangements, a special retirement package, the opportunity to not fly except on little jaunts of their choosing on pleasant days to enjoyable places, for the illusion of power and prestige, and who would sing the political slant no matter how ludicrous or harmful or even dangerous. Their personal mantra was the invidious, "Up yours, I got mine".

So the old offices were cleaned out and the new breed moved in. A breed that also perpetuated themselves. At one time, you could never be an instructor of any sort unless you had flown the line for many years as a captain and knew every nuance of life on the line. All that went by the wayside with the New Age. Knowing someone 'in the office', whilst having no line experience and never being a seasoned captain, was inexperi-

ence and ignorance to be rewarded. As the Samurai sword-maker says: "All the blades are hidden within the metal." Yes, and the character of the blade certainly depends upon the quality of that metal.

I miss a time when the words 'in-flight service' was not an oxymoron. We once had – and this is true – such people as 'Stewards' and 'Stewardesses'. Food was served on plates with real silverware. Stewards poured champagne or mixed drinks. Stewardesses were charming, bright, and helpful, catering to the passengers' every need and whim. And the food was superb. Passengers even wore decent clothes, actually dressed for the occasion, and were well-mannered and civil.

That is all fiction now. Top executives sold the idea that an airline seat could be had for \$24.99 or some other asinine figure. Then seats should be miniaturized so that maximum income could be gained. All that would have to be done is take away the salary and benefits of the company employees, among other ominous schemes. The airport became the new bus station. Everyman should be able to fly. Now we all pay for it with shoddy service, little concern, and certainly no enthusiasm. Why have master craftsmen do something for five hundred dollars when you can get a cheap imitation for \$2.95?

And, naturally I miss the time when the professional airline pilot was respected, when he was not the target of the jealous and petty, or of some agency which needs to show a list of how many people have been inspected – and pilots are easy targets. Those of us who love flight and fought to fly have seen the profession deliberately disparaged to the point where we are to be collectively humiliated before the passengers with near strip searches, unable to speak up for fear of job loss, questioned, belittled, probed, drug-tested, and finally blamed for every company problem including top corporate ill-conceived tactics. We have become the popular scapegoat. And now it is not only the wages to be ravaged but retirement that was bargained for and promised. It may soon be common to have worked in the profession for 30 years and come away with absolutely nothing. That is, for the employees. It will be determined to be 'legal', which has nothing to do with the reality of honor. At least I am departing at a time when only one-half of my retirement has been confiscated. So far

Even as I go, with unimaginable negativity, discord, and turmoil in abundance within the airline industry, the usual suspects are being rounded up. We are all being asked to do far more for far less while the lords and masters reap the personal fortunes of kings, taking absolutely no personal responsibility or accountability for their business decisions. Stealing the 30-year pensions of dedicated professional employees is considered the coup du jour. After all, how can that \$30 million personal ski mansion be built, or the executive jet be flown, or the personal box at Monte Carlo for the Formula One Grand Prix be maintained, if that money is not confiscated?

We have clearly seen how these members of 'royalty' have placed themselves above and beyond the rules of sane, civilized behavior with exceptional arrangements to exclude themselves from any possible corporate downfall. Now, putting 20,000 people out of work brings forth a personal \$20 million bonus. Fundamentals of dealing with human beings, basics known as ethics and honor and integrity, no longer have any meaning in this corporate world. The concepts are to be ignored at all costs. As I walk out of the door, making my exit from this morass, a huge burden is lifted from my shoulders. In general, morale and spirit are dead issues. The robber barons are fully exonerated for their crimes, while the public has been conditioned to feel that all people should be equal in misery – so the honorable profession of aviator is continually denigrated. Its stature and glory are now long gone, and as a Japanese friend remarked on the Japan of now versus what he knew as a young man, "It is as though the country has lost its soul." Indeed, this industry has suffered that very fate.

I have experienced great years of flying the big jets around the world. Sunrises and sunsets over the Pacific will play in my mind's theater forever. As best as could be done in the fleet of wide-body jetliners, I have played out my story of joy in the sky. Co-pilots have said, "Best trip I've had," and students not only learned the consequential things but enjoyed themselves in the process. Friends made in cities all around the globe will always be with me. I was there when it was not merely a profession but a celebration of flight, performed with quality and excellence, and with a good measure of fun. Now it is time to go and I am delighted that I can. Sure, there is a measure of sadness, but it is akin to grief over someone who has passed away. They are gone and we will miss them. But they are not coming back. We will keep the memories of the best, as they were, whilst realizing that we must carry on with our lives. The volume of the musical theme rises

while the theater lights dim. The song is playing, but to deaf ears "The fundamental things apply as time goes by."

PROSTATE CANCER SCREENING EVERY FOUR YEARS MISSES FEW CANCERS

Laurie Barclay, MD

Sept. 30, 2003 — Screening for prostate cancer every four years misses few cancers, according to the results of an interim analysis published in the Oct. 1 issue of the *Journal of the National Cancer Institute*.

"Because the rate of interval cancers reflects the number of and the time needed for new cancers to surface clinically, it is an important parameter for determining the sensitivity of the screening procedure and the proper screening interval," write Ingrid W. van der Crujisen-Koeter, MD, and colleagues from the Erasmus MC, University Medical Center, in Rotterdam, the Netherlands.

In the ongoing European Randomized Study of Screening for Prostate Cancer (ERSPC), subjects in the intervention group are screened every four years with a prostate-specific antigen (PSA) test, digital rectal examination, and transrectal ultrasound, whereas the control group does not receive scheduled screening. Among 17,226 men aged 55 to 74 years who were enrolled in the Rotterdam section of the ERSPC, 25 interval cancers were diagnosed in the intervention group and 135 cancers were diagnosed in the control group during the four-year screening period.

Of the 25 cancers diagnosed in the screening arm, seven were in men who had refused a recommended biopsy at their initial screen. Of the remaining 18 cancers, all were stage T1A-C or T2A and none were poorly differentiated or metastatic. Sensitivity of the screening procedure was 85.5% for the 18 true interval cancers and 79.8% for all 25 interval cancers.

"The interval cancer rate with a four-year screening interval was low, confirming that the screening procedure has a high sensitivity and that the four-year screening interval was reasonable," the authors write, while acknowledging potential sources of bias. "Very few, if any, aggressive prostate cancers escape screening with the procedures used within the ERSPC."

J Natl Cancer Inst. 2003;95:1462-1466

Reviewed by Gary D. Vogin, MD

VP 46 REUNION

**Graying Knights from the 60's are planning a gathering in
San Francisco during the fall of 2004**

For more information, contact:

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Jim Williams JMWESQRET@aol.com

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Jim's phone: 916 961-5029

Pat's phone: 408 253-4653

FLU SHOTS

NEW YORK (Reuters Health) Oct 16—Despite recent U.S. guidelines recommending influenza vaccination for adults age 50 to 64, in addition to those 65 and older, only about a third of individuals in this age group were vaccinated in the 12 months preceding a survey in 2002. Even among older adults, coverage was inadequate, the Centers for Disease Control and Prevention report.

The CDC analyzed data from the 2002 Behavioral Risk Factor Surveillance System, conducted in the 50 states, the District of Columbia, Guam, Puerto Rico, and the US Virgin Islands. Drs. P. M. Wortley and N. Jain report the findings in the *Morbidity and Mortality Weekly Report* for October 17.

Respondents were asked, "During the past 12 months, have you had a flu shot?"

Among those age 65 and older, 66.4% had been vaccinated against influenza. In contrast, only 36.4% of those ages 50 to 64 received flu shots.

CHECK WITH YOUR HEALTH CARE PROFESSIONAL – YOU PROBABLY NEED A FLU SHOT THIS MONTH –~~MEDICARE PAYS.~~

MEDICARE COST TO RISE

Robert Pear

The Medicare premium will shoot up next year to \$66.60 a month, an increase of 13.5 percent, or \$7.90 a month, the Bush administration said on Oct 15. That is one of the largest increases in the history of the program.

The new premium does not include the cost of new prescription drug benefits, which would begin in 2006 under legislation that Congress is working on. Nor does it reflect a plan to require elderly people with high incomes to pay higher premiums than other beneficiaries. House and Senate negotiators working on the Medicare bill discussed that proposal on Wednesday. A Republican who attended the meeting said he was "surprised to see almost unanimous philosophical support for the idea that we should charge wealthier beneficiaries more."

The monthly Medicare premium started at \$3 in 1966, climbed gradually to \$7.20 in 1976, was still under \$25 in 1988 and reached \$50 in 2001. The premium will be 33 percent higher in 2004 than in 2001.

Washington Post 17 Oct '03



**"Dates on the calendar are closer
than they appear!" anon.**

**Mark your calendar now!
for Boy's Night Out
February 20, 2004**

This is a reprint from a piece on the RUPA Web by our webmeister, Bruce McLeod – but then you computerites check our website once a week anyway, right? This is good stuff so save it. Ed

SAFE SEX WITH YOUR SYSTEM,

Bruce McLeod, RUPA Webmaster

Whether you agree with sex education or not, the main theme seems to be “Safe Sex.” Use a condom and avoid disease! If I have offended anyone, SORRY. BUT, do I have your attention? Good! PC users - - read on:-

Worms, Virus’, and Trojan Horses are some of the “social diseases” that too often strike at computer systems. Until the past year or so, “sex education” for PC users has been woefully inadequate regarding preventative measures needed when interacting with the internet and email. It is most aggravating when someone picks up a disease and unknowingly spreads the pox to others! My PC has been clean for well over a year, but my system has occasionally been slowed appreciably fighting off and processing worm, virus and Trojan horse attempts, (219 incidents including 192 forwards of the fake “Microsoft Attachment email” in the last 10 days.) One of our “worker bee” Ruparians lost the use of his system for over a week after opening that fake Microsoft attachment. It was not an inexpensive repair, but fortunately most of his data survived.

How do I remain protected? The condom. The first “clink” on my web browser is to my current version anti virus update page. Once I confirm my anti virus and firewall programs are up-to-date, only then do I go for my email and daily web-surfing.

http://directory.google.com/Top/Computers/Security/Anti_Virus/Products/ This is the search engine address for all AV protection programs. Some shown are free downloads, but who wrote the programs, how effective are they, and what is their response time to a new threat? I think you get what you pay for and with these questions, I will not use, nor will I recommend any but the two major players, McAfee and Norton (Symantec) in internet protection. Both are well known and first with updates for protection when new threats emerge.

McAfee Viruscan 8 (2004) is currently available for about \$40. I have used McAfee in the past, but my current personal preference is Norton System Works and Norton Personal Firewall, about \$60 for a package purchase (after upgrade rebate for 2004 version). I like the full-house System Works for its anti virus program, maintenance, clean-up, defrag, general check-ups, program repairs and a “better than Windows” system restore program . The included A-V program, with a separately purchased, but integrated personal firewall gives me the ultimate on-line protection. All can be updated daily with just a couple of mouse clicks and a couple of minutes at the most.

Whatever program you choose, take your medicine and keep up-to-date, *PLEASE !!*

An afterthought, I was going over websites for updates to my hardware drivers, and on a couple found statements that they would no longer offer updates or support for Win95 drivers. If you are running Win95, go now, download the latest drivers for your Win95 system, and keep a copy on a separate disk, in case a re- install becomes necessary. Don’t ask me which ones!



LETTERS

JAIME P. ALEXANDER—19223 Hawthorne Ave. Council Bluffs, IA 51503-8749

73761.50@compuserve.com 712-328-7550

Hello All: Thanks to everyone working on *RUPANEWS*. The publication is better than ever and so much appreciated, especially in these trying times.

Personally, it has been another good year. Flying is still going OK and I continue to instruct some, mostly in gliders with the Omaha Soaring Club. My special lady, Dee, remains, well - special. We took the '38 Luscombe and the tent once again to OSH. We stayed a couple nights in the adjacent Hilton before moving into the tent for the rest of the week. Dee tells me that's backwards. The Luscombe has newly overhauled cylinders this year. My house is still full of family, grand kids, cats and dog. Time has taken a couple of cats and my good dog, Bo. We again did the end-of-summer-trip to Lake Okoboji. Son Jeff (DENFO) and grandson Nick flew in with the refurbished Cessna 180 that Jeff partners in. The old wooden Skiffcraft is doing as well as ever, having been refinished by a good wooden boat restoration firm in Brookings, SD. Might as well enjoy the calm before the next storm.

Best to all, *Jaime Alexander*, ORD '94

PS check mailed to Cleve

RICHARD L. BALDWIN—3206 Shoreview Rd, Triangle, VA 22172

Dear Cleve, I have just been reading the last issue of *RUPANEWS* and it occurred to me that I couldn't remember paying my dues. (Getting Old) Soooo! Here is a check for \$25. If I did pay already, just put it on my account for next year. [*The renewal date of your subscription is printed on your label on the back of the RUPANEWS. Ed*] We had a "bit of a blow" here last Thursday and a couple of old oaks blew down in our back yard: got lucky though – they didn't hit my house or my neighbors'.

Thanks to all of those who make the news available to the rest of us. I enjoy the letters that are published. Sincerely, *Dick*

LOIS BENEDICT—400 Hawthorne St., Glen Ellyn, IL 60137

Memories

Let me tell you about an incident during my husband's flight instructor years; but first, let's go back.

My husband, Ross (Benny) Benedict enlisted in the Army Air Force during WWII, and after completing his training as a pilot, was assigned to the China Burma India Theater, flying the C-46 cargo plane. On arrival home from service, he was hired by my father, Ron Miller, a flight instructor and owner-operator of a small airport – Miller Flying Service – in Silver IL. My Dad, who had been a civilian flight instructor of Air Force Cadets at Moline Airport during the war, had been instrumental in getting my husband his instructor rating (Ross trained in Texas).

Right after the war, many people signed up on the GI Bill to learn to fly, courtesy of the government. My Dad and my husband taught many, many young men how to fly and receive their pilots' licenses. I spent many weekends sitting on the bench outside the hangar, watching the activities.

One day, an ex-serviceman, wanting to take advantage of the GI Bill, approached my Dad and said he'd like to learn to fly. My Dad said, "Fine", filled out some forms and told him, "I have a student these next hours, but Ross should be down any minute with his student."

My husband, probably 24 years-of-age, small-built, with a baby face, landed and started toward the hangar. When the prospective student saw him he said to my Dad, "I'm not flying with that kid."

My Dad looked him in the eye and said, "Ross is a multi-engine pilot, a helicopter pilot and a flight instructor." The man gave Ross another look, must have decided he was qualified, and said, "O.K."

My husband instructed along with my Dad for six years on Luscombe, Taylorcraft and PT-22, before deciding to go back to the "big ones". He was hired by United in 1952 at age 27. He was very young looking and in fact he was 1/2 inch too short for their requirements, but was told "Your experience and hours are so good we're hiring you." That "kid" did okay for himself. What a man and what a pilot!

Ross passed on just over two years ago. I like to think of he and my Dad flying around "up there". Thank you for all your hard work – I enjoy reading

RUPANEWS. I don't own a typewriter or computer. Hope you can read this [*You get an A for neatness, Lois. Ed*]

Ross's birthday is Oct 27.

Lois Benedict

BETTY BLESER—17826 N. 134th Dr, Sun City West, AZ 85375

Since October was Mac Bleser's birthday month, I best get this check on the way.

I know you get the money, but I don't know who gets to wade through the news(?), what the typing parameters are, etc., so I'm dumping the whole thing in your lap. When Mac died on Feb. 11, 2003, it was a real blessing for him as he had non-Hodgkin's lymphoma in both lungs, advanced dementia, a serious blood infection, two different infections in the urinary tract, atrial fibrillation & pneumonia.

Life has been very lonely since then. I am leaving Ft. Lauderdale on Oct. 28, sailing through the Caribbean & the Panama Canal, with six stops, then down the coast of South America, with stops in Ecuador and Peru, before heading west to Easter Island, Pitcairn Island, four stops in the Society Islands, one stop at Christmas Island and then four stops in the Hawaiian Islands. We will finally head on to San Diego, arriving 51 days after leaving Florida. This should either cure me of my desire to cruise or I'll be ready to sign on as crew.

My best to all of you. *Betty*

WALT BOHL—18887 Persimmon, Fountain Valley, CA 92708 714-968-6359 EWR LAX ORD

LAX SFO LAX 55-94 bowalt@aol.com

Dear Cleve: Nine years of retirement has really been enjoyed by both of us. Wife, Marnie, a UAL flight attendant for 35+ years, retired fourteen months ago.

We went on United passes in May to Australia, Melbourne (six days) and Sydney (five days). It was Marnie's first pass trip after retirement. She worried that she might regret retiring. After eight hours, of a fourteen hour flight, she said "boy I am sure glad I retired." On this trip, seven of the 18 flight attendants were on their last trips prior to retirement. In June of this year, 333 LAX flight attendants retired and system-wide over 1,600 hung up their uniforms for the last time.

I am still treasurer of the American Aviation His-

torical Society. I just completed my 50th airline display at the Western Aviation Museum of Flight on the Hawthorne Airport (California). Come on by, it's only a three dollar donation for admission. Hours are 10-3 Tuesday thru Saturday. Location is the SE corner of 120th & Prairie.

This year's travels included an auto trip to Sequoia National Park. It sure was nice not having the hassle of space available and security checks. Last year we purchased, for ten dollars, a lifetime pass to the National Parks and have used it five times so far. A real bargain.

Thanks to all who put out the *RUPANEWS*.

By snail mail is a check for \$25.00 postage. On time for the second year in a row. *Walt*

DICK BOSTON—30715 Cedar Dr, Burlington, WI 53105

Dear Cleve and Jock, I'm sure we have passed many times in flight rooms, concourses, etc. but I wish we had formally met somewhere along the way.

You and all others who get the *RUPANEWS* out each month do a great job and I look forward to getting it, reading the good articles which keeps me "in the loop" with company matters and reading what others are doing.

Not much to report from our end. Almost too busy to enjoy the lake this summer and still trying to figure out where to "winter".

Hoping both UAL and the Cubs can pull off miracles "down the home stretch".

Thanks once again, *Dick & Nancy*

NEIL L. BRETTHAUER—1167 S. Hiddenbrook Trail, Palatine, IL 60067

Cleve: Another year gone by too quickly! It was, however, not without its rewards. In May I had the opportunity to take a two-week tour of Europe based on Stephen Ambrose's book *Band of Brothers*. Some RUPArrians may also have seen the HBO miniseries based on the book.

Accompanying our tour group were two of the veterans who actually participated in the events portrayed in the book, and they added immeasurably to our enjoyment of the trip. As one who has always been fascinated by history, it was a great two weeks.

I passed another annual physical with flying colors, so have much to be thankful for in that regard.

Vicki continues to see to it that I'm a "kept" man, an arrangement I find most agreeable. Thanks again to all who are involved with the *RUPANEWS*, the web site, etc. *Neil*

RICHARD T. BRINKWORTH—3633 County Rd. 106, Elizabeth, CO 80107

Cleve, I'm still running late and I've been at Mach .85 all year! My bride, Valerie, and I are still in the catch-up play mode I guess! We've been horse riding, flying, boating, rafting, hiking, jeeping, and snowmobiling, ATVing, vacationing, church projects – building, repairing and tearing down, beside that six sons and 19 grandchildren. The calendar is always full, just not enough time; maybe we'll try .88. *Dick*

LEE CAMERON—4614 Talofa Ave., Toluca Lake, CA 01602

Here we go again, 11-7-11 – yes, 93 years old in great shape, still have first class physical. I have a Super Beech 18, but am slowing down a bit. Enjoy RUPA meetings at LAX etc. Hello to all from 247 to 777. *Lee*

HAL CAMPBELL—202 KyFields, Weaverville, NC 28787, prchfc@charter.net 66-93 ORD CLE ORD

Nothing good to report. I've had to give up golf for good, the arthritis in my back makes it too painful to play. I started having heart rhythm (atrial fibrillation) problems last year that have worsened until I have one or more attacks every day, but no heart damage. Pat has a lot of low back pain too and no one offers a solution for either of us. I may have gotten lucky though with the afib. I mentioned it in passing to an alternative medicine MD and the cause has been diagnosed three different ways to a bacterial infection in the jawbone area where I had an impacted wisdom tooth removed 52 years ago! Surgery slated for late Nov. so hopefully one major problem may be eliminated! We've stayed pretty close to home this past year since I no longer play in any golf tournaments. We hope to do some traveling in the future if we can solve some of our health problems. It seems we never appreciate good health until we lose it. Seeing a lot of other people in worse shape puts things in perspective. Our daughter gave us our 5th grandchild last month

so we spent some time with them and our son in Atlanta. Sure appreciate all the good work by everyone in producing the *RUPANEWS* and the UAL updating. Don't hear much about UAL in our neck of the woods. Check's been sent; only 3 days late this year!

KEN CASE—PO Box 307, Chelan, WA 98816 caseyc82r@aol.com SEA LAX SFO 1964-94

Dear Jock and everyone else who makes this publication possible. Thanks to you all, and special best wishes to you Jock.

I have nothing of general interest to report. This has been a great, but plain-vanilla year in the middle of the State of Washington. Unusually warm dry weather which was just great. Unfortunately it was also great for forest fires. As you probably know we had several serious ones in the Pacific Northwest, but none close enough to cause any real problems here except for a little smoke now and then. I was interested to note Jan Conover's comment in the October letter regarding your clarification of the much discussed 40 million dollar payoff. I guess I missed it. If it is short could you repeat it for me, or tell me which issue it was in and refresh my memory as to how to get to it on the web site. *[Done by email. Ed]* Thanks very much. Keep the faith and keep up the good work. Check to Cleve via USPS. Regards, *Ken Case*

ROSCILLE COLBURN—12100 Thomas Creek Rd, Reno, NV 89511

Thank you for keeping me abreast of the pension status. It is a bit scary, but better to be informed. The picture of the Convair 340 brought back many memories. I flew those up and down the San Joaquin Valley in 1962. It was a fun airplane to fly and was flown with just one flight attendant (stewardess). There were many repeat passengers. I met Earl on a layover in Sacramento while flying one of my trips. He was flying the DC 7. We were married the following year and, due to then rules of the day, I had to give up a job I thoroughly enjoyed. However, 35 years of a great marriage were certainly worth it. Sincerely, *Roscille*

TOM L. CONLEY—PO Box 576, Huntley, IL 60142 847-669-5391

I retired Nov. 1st 2001. I've never been this busy. Why is that? *Tom & Barb*

MARIE COSBY—Aurora, CO

Dear Jock: No interesting news from me, just taking a day at a time darn it.

I enjoy every issue of the *RUPANEWS*. You and your helpers do a great job. Thanks for sending it to me.

Thank you, Marie, for faithfully sending us all the local death notices of Ruparians that you encounter. We can't publish them if no one tells us – and oftimes the bereaved are too otherwise engaged, Ed

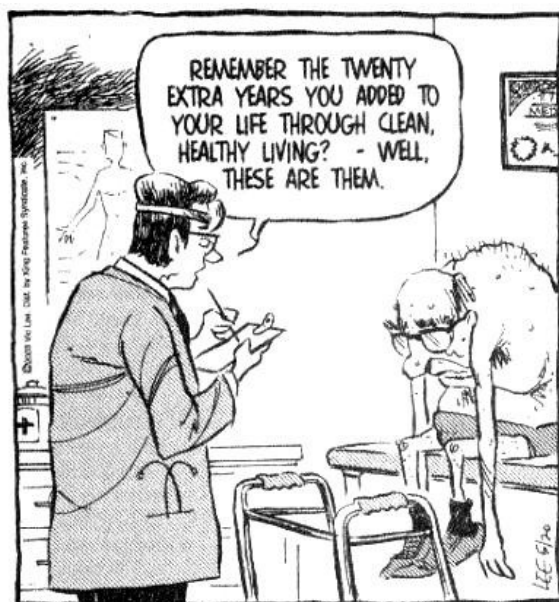
ROSE COSGRAVE—6508 NE 171st Pl, Kenmore, WA 98028

Dear Cleve, I'm sorry to be so very late in sending my dues for the wonderful RUPA journal and many thanks to all for their work in getting it mailed to us each month.

I miss Dick so much, but he suffered from so many illnesses — Parkinson's, lung cancer (from which he was cured) Macular degeneration and sclerosis of the spine, which made him so immobile that I put him in the hospital for treatment. While there he suddenly passed away from a blood clot in the legs which traveled to his heart and lungs.

All our family still misses him so much — his love, sense of humor and sage advice, but know he is free of all suffering and happy in heaven now.

We send our very belated thanks to all of you who sent us many cards of condolences and encouragement. Gratefully, *Rose & Family*



LOU & PEGGY DAHARB—1441 Elmhurst Lane, Longmont, CO 80503.

Dear Jock: Once again thanks to you, the Board of Directors and the helpers for all you do to keep us informed and up to date on the latest happenings of the retirees.

Peggy and I have sold our home of over twenty-five years and moved into a retirement community near by. Our new address is 1441 Elmhurst Lane, Longmont, CO 80503. What a blessing for us as we continue to travel and visit our grandchildren.

Hope the folks at UAL will be able to keep things together and once again return to profitability.

Once again thanks, *Lou & Peggy*

The check is in snail mail.

NORMAN J. DE BACK—15 Saddle Lane, Novato, CA 94947, '64-'98 tolipfl6@aol.com.

Dear Jock, Cleve, folders and stuffers. Thanks for your efforts and the quality work you present for the rest of us to read and become more knowledgeable on all the issues we currently face with United. As a native born Californian who was raised and educated in the bay area at both private, Stanford undergraduate, and public, U of California, graduate school, I am very disturbed at where we now are and what I see. Not much is better and very few things are as good as they were while I was growing up. I served in the military, pay my taxes, coach kids, do volunteer teaching at the local schools and am president of our homeowners association, so I feel that I am doing my fair share. When I talk to kids at the local high school, their assessment of their future is not good. Maybe with a change of governors, our luck will change.

On a more positive note, our health is fine for the mileage we have accumulated. Took two grandkids to Honolulu for a week this summer and we all had a good time. In 2 weeks I will be attending my 50th year college reunion - a lot of friendships to renew. Most of our travel is by car around the Bay Area from Carmel and up to Lake Tahoe. Enclosed is the annual check. Thanks again, your work is appreciated. *Norm*

BILL DEPNER—5833 S. Thurlow, Hinsdale IL 60521-5112

What a satirical gem was Joe Stans' Vacation letter [*Sept issue, page 32. Ed*]

It could be the basis for a couple of Garrison Keillor's *Prairie Home Companion* broadcasts about Lake Wobegone, where Protestants drive Fords, Catholics drive Chevies, the Norse farmers are all bachelors and "All the men are strong, all the women are good-looking and all the children are above average" Am still playing tennis. Our group of retired men play twice a week-the youngest is 64- and I am the oldest. We made the TV news in Chicago on ABC, CBS, and the Fox sports channel. Glad I quit golf 10 years ago, because I decided I was psychologically unsuited for the game of skill, where I could become tired without getting any exercise. Ended up with 17 handicap. *WD*

RICH & EVELYN DEVRIES—10606 North Hollywood Rd, Forreston, IL. 61030
Home 815-938-3393 Cell 815-238-4494 FAX 815-938-3394, Rich DeVries@aol.com

My last flight was October 27, 1998. Where has time gone? We live about 5 to 6 months in our motor home doing volunteer mission work every winter. Last winter we were in Sanford, FL at New Tribes Mission Retirement Homes. One of my biggest projects was building an 80-foot-long golf cart bridge over a water inlet.

This summer, we've hosted two family reunions and a neighborhood picnic and an RV weekend here on the farm. This summer was especially great, because both of our kids and families were home from Asia. Our daughter, son in-law, and family have been missionaries in Thailand for almost 15 years. Our son, daughter in-law, and family have been in Asia for 11 years and are now in Seoul Korea. Our daughter asked us to stay with their kids so they can attend a leadership conference in Australia, so we have tickets to visit both families in November. We've lost track of the number of times we've been to Thailand but it's definitely more than 20. In the past I've spent a lot of time working in my shop but next summer I plan to spend most of my time digging a spring-fed three acre lake within view of the house. The DeVries Inn has three guest rooms, and a full RV hookup and the price is right, so stop in and see us. The check's in the mail. *Rich*

WILLIAM R. DRENNEN, JR—2710 Avon Ave, Sinking Spring, PA 19608 1956/2001 610-678-1134

Ladies & Gentlemen, To those of you I have not seen since my days in Newark, Washington, New York and Chicago, I hope all of you are alive and well.

I want to take the opportunity, on my first letter to RUPA members, to acknowledge the efforts of Capt. John Biggs for his effort to rectify my situation with ALPA, who had some misinformation about me. He worked for me until we got things right and I am proud to say "when I retired I was a member in good standing with ALPA." There were many who thought I was a SCAB. I was not!! I was retired as a second officer on the B747 on Nov. 1, 2001. I was ready to fly another 45 years for UA, but it was not to be. Many of us, who were retired on that day, felt the same way. We did not want to go, flying was our life.

I am ready to go back to work anytime for anybody – even Polar. I just turned 74 and I feel much younger than that!

Stiff upper lip – upward and onward! *Bill*

EDWARD J.P. DUFFY—Bodega Bay, CA
Dear Cleve and Friends: Enclosed is a check for postage. Thank you and all the folks who put out the newsletter.

This was not our finest year. We lost our daughter, Kate, at age 32, to a long illness of kidney disease. She was an inspiration to all who knew her, and a great champion of the YWCA.

Everyone else is doing well.

We enjoyed the Capital Airlines picnic and have heard that next year's will be the last.

Thanks for all the hard work.

Regards, *Ed Duffy*

MARTY DUNKLE—3314 Sunset Hills Blvd, Thousand Oaks, CA 91362 805-531-0213
Please excuse the snail mail, computer is not set up, one of the many things left undone since my recent move.

Please note my new address: I am looking forward to my "New Life."

I was in San Francisco in August for the opening of my son, Bill's Bar and Grill. It's located in an old bank building in the financial district at 500 Sacramento, called *Norton's Vault*. Stop by and have a tall one.

Best wishes to old friends, *Marty*

CHUCK FELLOWS—8101 E. Dartmouth Ave.
#35, Denver, CO 80231 303-750-6860 ccfel-lows@earthlink.net

Thank you, gentlemen; for the hard work that keeps RUPA functioning, and the *RUPANEWS* coming. I enjoy reading the letters that my friends and acquaintances send with their annual postage, so for those of you who may be interested 10/10/03 was my 70th birthday. I celebrated by riding my bicycle over Vail pass to Copper Mountain, and back to Vail. It took about five hours on a beautiful autumn day. Bob and Penny Dietrich, and I rode this same route (they were ahead of me all of the way) in late September, but I wanted to do it again on my birthday- so I did.

Dave Stearns, Bob Dietrich, and Ron Shafer all have motorcycles, and I was “forced” to get an 1800cc Honda “scooter” so I could ride with them. Bought it on Sep. 15, and already have 860 miles on it. Great fun riding these Rocky Mountain roads! I’m hoping that our recent drought is over, and that Colorado gets lots of the “champagne powder” that it’s famous for this Winter; because skiing is my favorite activity.

This is as good an opportunity as I will ever have to say thanks to Norm Richards for introducing me to this wonderful sport. Norm and I were “new hires” together, and one cold January day in 1965 he dragged me up to the Loveland ski area where he spent about five minutes at the top of the beginner’s lift showing me how to get those old wooden rental skis into the snowplow position before he tore off down the mountain. Norm computed the cost of skiing by dividing the price of his lift ticket by the number of runs that he made that day, and he rarely stopped for lunch. Anyway, Norm, you changed my life. Thanks again.

May God bless us all, and may the world’s best airline survive!

Best Wishes to you all! *Chuck*

HENRY G. FISCHER—2661 N.W. 4th Ave,
Pompano Beach, FL 33064

Well, its birthday time again, just don’t ask how many. Sally and I have enjoyed the summer up here in the mountains of North Carolina. We took a trip this summer to visit relatives in Ohio, Indiana and Missouri. Everyone was doing fine and the both of us are fortunately enjoying good health.

We were unable to attend the Capitol reunion pic-

nic this year, but hopefully next year we will be seeing you all. We will be returning to Florida for the winter around the 10th of October.

Birthday check is in the mail for whatever you need it for. Till next year, fondly, *Hank*

JUDGE FRAZIER—PO Box 281409, Lamoille,
NV 89828

Hi Cleve, By now you've gotten my B'Day check - early too. I was about to send you a little msg but got diverted by an elk hunting trip (successful). Hard to believe I've been on the retired list for seven years now but it seems to be true. All is well in our neck of the woods and our health is great. I still don't need glasses but finally gave up saying HUH? and invested in some high tech hearing aids. The cost of digital units is enough to take your breath away. Amazing what I hadn't heard for a long time. The question is whether I'll now hear anything worth the \$6000. Unhappily, very few insurance companies cover such things; neither does Medicare or the VA so one just reaches in the pocket.

The big news is that I finally became a grandfather. My son Hans and his wife had a beautiful baby boy in July and my daughter Kari is expecting her first early next year. Barb and I flew to Austin, Texas to see the baby. It was only the second time we'd flown anywhere since I retired.

I've been keeping very busy with the VFW, the Masonic Lodge, York and Scottish Rite bodies and the Shrine. Early this year I accepted a position as a member of the Board of Governors of the Intermountain Shrine Hospital for Children in Salt Lake City. That means at least one trip a month to Salt Lake for board meetings. Quite an honor but a lot of work. I never stop being impressed with what the Shriners do for children at our 22 hospitals. Best to all and thanks for your and Jock's good work with the *RUPANEWS*. *Judge*

ED FULLERTON— 4457 Cycad Lane, Boynton
Beach, FL 33436

We have spent the last few weeks trying to cruise the Rhine and Danube, but the water levels are very low for the river boats. It has been a wonderful year of travel, fishing and golf...even some skiing again after a few years away from it. Thanks to all of you who make the *RUPANEWS* for us. *Ed*

DAVE HANST—Huntington Beach, CA

Another year, and time to kick into the postage fund again. I made it to 85 this September, still feeling fine. Wife Marian and I flew LAX to IAD the first of the month; non-rev flying is not much fun these days. The new automatic check in machines are easy to use, they do save time. Security still slows things down, and finding space in First Class not easy, the cross country non-stops are using smaller planes now, 757's and Air Buses. By using the Weblist, and picking the right days, and times to travel, one can luck out once in awhile. Have mailed a check for the postage fund to Cleve Spring. *Dave*

WALTER HAUGHT—255 Castro Street, San Francisco, CA 94114

Dear Jock: It appears that I might get this to you in my birth month. I think this will be a first for me since I retired. I have some solace in this as it seems most of the guys are in the same boat. It's been a quiet year for me. A couple of months in Vancouver and a few short car trips around California. I drove down to San Diego via Santa Barbara and I have to say that I probably won't be going to San Diego again soon. It took 3.5 hours from Santa Barbara to Anaheim with the worst traffic I've ever seen. When I got to San Diego there was not a hotel or motel room to be had so I drove up to Escondido only to find the same situation there. I have no idea what the reason for this lack of rooms was all about but, I don't think I'll be going back there soon - at least not without room reservations. I've never had to concern myself with that in the past, but I guess times are changing. I know for sure that people are not staying home like the travel industry would have us believe. And by the way - traffic within the San Diego area is monstrous. Such is life. Sincerely, *Walter*



ROBERT HELFFERICH—Bristol, WI
flybikebob@earthlink.net

Jock and all. Well, today it's 64 and counting. The McHenry RUPA group was good enough to have their luncheon today. It was nice to have so many old friends to help me celebrate my birthday. The past year has been good - still no health problems. I keep pedaling that bicycle. The only big trip this year involved combining the "Bike Florida" organized ride with my Air Force cadet reunion in Charleston. We rode Bike Florida from Amelia Island to Flagler Beach with various detours and then turned around and went back to Charleston for my reunion. A really great trip, as I was able to combine all the things that I like to do, fly the Cardinal, ride the bike and tell stories with old friends. Besides multiple trips to Florida and Pennsylvania in the Cardinal, I got to fly out to the San Juan Islands (Washington State) to help my daughter get married. Actually, all I did was provide an arm for her to hold onto and a check. She's happy. That's what counts.

I've been re-married for almost a year, now, and as the guy said as he jumped off the 20-story building, "So far, so good!"

As with everyone else, I'm constantly worried about the fate of the company and the pension plan. Like all of us, I just feel so helpless to do anything. Our fate is in the hands of others. Not much else to say. I'll probably spend the next year doing more of the same. Fly the plane, ride the bike and take care of the home.

Thanks again for keeping the communication lines open. It's great to read about old friends and think about all the good times. I still never have a day that I don't want to get in an airplane and go somewhere. I still look up whenever a plane goes over. Check's in the mail to Cleve. Keep the blue side up. Regards, *Bob Helfferich*

DAN HENNESSY—49 Benson Rd, Bridgewater, CT 06752 SFO-JFK

Dear Cleve: Greetings from Connecticut. I am month late (and if things go the way they might, more than a dollar short!!)

Three years for me since "R" day. As busy as ever, with not much time to think between projects. Not a lot of travel to report other than to see the grandkids once in a while.

Like so many writers to this newsletter, I am

watching the UAL world go by in tatters and waiting for the next shoe to drop. I keep dreaming up questions about the reasons why we wound up in this sorry state. I know I must not be the only person who keeps wondering how things went so badly wrong, but I don't see a lot of we retiree's expressing this anywhere, and I don't see any intelligent answers to these questions written by anyone, especially those higher up in the food chain than I was.

Why did Greenwald keep promising us a "fair, on time, industry leading" contract and then leave before he had to negotiate it? Why did the ESOP (which was supposed to, in part, prevent the kind of melt-down we had) fail so miserably? Was the ESOP a sham from the start? Were significant levels of management predisposed to sabotage ESOP as some claim? Did the MEC officers overreach to get the ESOP? Did we create a BOD situation that was doomed to failure by allowing one union to vote against the other (i.e. Peterpaul's vote with Management for the second US Air merger). Was that vote by Peterpaul an internal IAM political maneuver to gain greater membership with the US Air members, thereby quelling dissension in his own ranks? Did the ESOP fail because rank and file employees (including pilots) failed to perform with the interests of the company paramount, thereby improving their own job security? Why, if Goodwin & company knew how bad things were economically in the spring of 2000, did they set up a lose-lose situation vis-à-vis the pilots, especially by starting up the ugly - doomed to fail - US Air fiasco again? With all the highly paid outside expert help on the MEC and National staff, not to mention a seat on the board, was it not possible to see the true condition of the company and therefore find a better way to pressure the company in negotiations other than a work-to-rule strategy? Where in all this does Rick Dubinsky fit in? Did he finally kill the goose in trying to get the last egg out of it? What truth is there in the accusations of the events, years earlier, that have been written about in Paul Weaver's book *The Shame of the Friendly Skies*? I ask these questions to try to start a discussion within RUPA. There must be some people in the know who have some of the answers. I suspect that bashing management (as bad as they have been) or ALPA is not going to answer life's persistent questions. I hope the answers will not be like *Deep*

Throat, i.e. not forthcoming till the last principal dies. If someone who was respected could write a book about the history of UAL since 1985, I would be the first one to run down to *Borders*.

I Hope that 2004 is the turn around year for UAL and the economy. Thanks to the RUPA volunteers for the time spent getting this great publication out each month. Check is in the mail. *Dan*
Many more questions than likely answers there. I suspect that many of those who may know the answers might refrain for fear of their own particular culpability in one respect or another being revealed: we do live in a litigious society. Perhaps an On Wooden Wings Part 3 might someday be forthcoming - we should live so long. Ed.

JIM AND JAN HIGBEA—413 Edgewater Ln, Wauconda, IL 60084 jjhigbea25@juno.com ORD SFO

We've moved for the second time since we hung up the airliner keys two years ago. We're in a townhouse that we were able to talk Steve and Jeanie Derebey out of (Steve is former UAL 12 LEC Chairman) who were headed for Gig Harbor and SEATAC where he's got a few years left to 60. Looks like this should be it, though, since our two families with our grandkids have relocated to the Chicago area, this will be our anchor. We'll continue to spend time at the lake place in Crawfordsville, IN and of course a couple of months on Maui, (January and February keeping Bob and Joanne Schram's tennis game sharp at our expense!) The general contracting of a couple of Spec homes is keeping the juices flowing and has been real satisfying. Been wanting to fly the Skylane more, but see the light at the end of the tunnel as soon as the current home is completed. I've been practicing spelling R E T I R E D at Claude Nickell's suggestion, who claims it ain't that bad! Just got back from IAH where I finally cashed in on my retirement gift from Jan and the kids TWO years ago which was to fly with the Texas Air Aces in simulated Air Combat. It was something that I was very good at a LONG time ago; and wrapping it up and going vertical, high and low yoyo's, loops, split S's, and only flying straight and level in the pattern was a huge departure from the intervening 30 plus years. I highly recommend it to the rest of you old guys, ex-fighter pilots or not! Check's in the mail. *Jim*

DAVE HOYT—7 Mallard Ln, Westport, CT
06880 dhoyt47001@aol.com '66-'99

Check is in the mail to Cleve, as I am starting 5th year in good ole retirement and do mean good. Except for UAL's problems and the potential of our retirement's problems, Ellie and I are doing exceptionally well.

Oct 25 has me leaving for Jupiter, FL for the winter aboard "2nd Chance" and connecting with the Treasure Coast Sunbirds group. I can work on my golf game, as I have taken it up again a couple of years ago after many years of not playing and concentrating on my seamanship and Coast Guard hundred-ton license.

Second son spent a month refueling in Iraq and is home safely. Second grandson arrived the last day of last year, ending 4 granddaughters with #1 son, 2 granddaughters with #2 son, and the 2 grandsons with my daughter.

Honoring those flown west recently, i.e. Stu Gibbons and Jim Feneley, gives a chance to visit with fellow retirees though not in the best of circumstances. Also a chance to chat with some active pilots. Thanks to all concerned with the *RUPANEWS*.

Dave

RONALD & BARBARA HUFFMAN—23204 SE
410th St, Enumclaw, WA 98022

Dear RUPA readers, I'm not sure when we last wrote, but felt it is time, since Ron will be 65 this month.

To recap the past 18 years: Ron had a stroke in Jan 1985 and was retired March 1986 at the age of 46. He also was retired from the AF Reserve after having over 22 years there. His recovery reached a plateau after several years. He walks with a cane and has a leg brace. He can drive an automatic car, but has difficulty with reading and writing. That hasn't slowed him down too much. We have been on three relaxing cruises in the past four years.

We have three married daughters and nine grandchildren. They are fun to visit and watch grow. In Sept. we did 16 days of travel on United to four major cities with 10 legs, so we're contributing to the company. Ron visits Starbucks (coffee) once or twice daily and walks several miles in the mall. Ron's dad died in May, just two+ months shy of his 90th birthday. We have family in Ohio whom we visit frequently.

Thanks for compiling this newsletter.

Ron & Barbara

GEORGE & VERONICA JOHNSON—Seattle,
WA JFK,EWR,SEA,SFO

Hi Cleve, Check is in the mail early!! Nothing much to report. Still flying the Lear saving lives?? Enjoyed the greatest summer in Seattle history, and now paying for it with the rain.

Best to all and thanks for all the good work.

George

GEORGE F. KANE—19101 SE Sea Turtle Ct. B-
101, Tequesta, FL 33469

Dear Cleve, Enclosed please find annual check for mailing cost + some coffee & doughnut money for those fine folders and stuffers who keep us in touch with our old friends at United.

I just returned from five months up north, chasing golf balls and grandchildren. Had a great trip on United with our two oldest grandsons, everyone at United (Passenger Service, in-flight Service and even those young pilots) did a great job. Got to attend a RUPA luncheon with the New York Council and visit with many old friends. It was especially enjoyable to see Jack Smith and Rip Munger and reminisce about past Retirement Parties when our late friend Jim Feneley kept us at the bar until the wee hours of the morning. We'll all miss Jim.

Best to all, *Gage*

BILL KNIGHT, San Jose CA,
bknight741@aol.com, or williamknight@sbcglobal.net

Hi, Jock: Next month, October, is my 86th birth month. Check to Cleve is under separate cover. I tried to get this in on the right month, but I forgot the printing time. Anyhoo, I'm "at altitude", in an A320 Airbus, over about Nebraska, returning from an annual 6th Air Force Heavy Bombardment reunion. This time, it was in Branson, MO, via Springfield MO. It used to be just the 29th Squadron, but the turnout got so small that we included the other three squadrons, the 3rd, 94th, 397th. Now, it's getting small, again. Everybody is up in their 70's and 80's. But it is great to see guys you joined with in '43, and proceeded with to the Panama Command, based on the Galapagos Islands, Rio Hato and Howard Field Panama, and Guatemala, for 3-plus years. At that time, we all flew B-24 bombers, defending the Panama Canal, on daily patrol, and on search and rescue. Nobody was supposed to know we were there. On the Galapagos, we had a heavy

bomber squadron, a P39 fighter squadron, a Puerto Rican Infantry company, a Navy PBV squadron, and a support group. Males only!

I attended this reunion alone, although there were many wives there. It was the first time I've been away from Spouse, Rene, since last October, '02 when she had a bad fall at LaGuardia, and another fall on her face on the driveway, about month ago. (She lost her balance while picking up the paper.) I'm trying to act as her caregiver, making the kitchen my cockpit. [*Parts lost in transmission – Ed*], but she and the family insisted I go to the reunion alone! Best to all, *Bill*

JOSEPH KOLLAR—330 Hillside Ave, Nutley, NJ 07110

Hi, Not very much to report for 2003. I still teach for Flight Safety International at Teterboro and fly as a contract pilot in the Falcon 50's and 900EX. At home, I have taken on some projects such as updating the electrical system and building a library in one room.

I plan to buy some land onto which I want to build a log cabin; so, when I am not doing the above, I am looking for land sites.

New York City has not lost its appeal and I have gone to quite a few operas and ballets. Retirement is good!

Thank you for all the effort and hard work put in to keep this organization going. *Joe*

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

Just a short note to commemorate the advent of my joining the ranks of the great 80 years-old's. Feel just the same as yesterday. Many thanks to you guys for the great publications and camaraderie. Keep it up—hope for UAL's future, too! *Chuck*

RAY LAHR 18254 Coastline Drive Malibu, CA 90265 raylahr@charter.net 310-459-2232

Hello Jock: Two more days to my 78th birthday. I haven't sent any messages for a few years, so I am making up for lost time. I believe these activities will be interesting to our readers. The usual stipend is in the mail.

Keep up the good work, *Ray Lahr*

Eighteen years into retirement, and I am still very much involved in aviation, although not in a way

that I ever dreamed of. I am suing the National Transportation Safety Board (NTSB) for its calculations of the hypothetical zoom-climb of TWA800 after it exploded off Long Island on July 17, 1996. Thousands witnessed the explosion and hundreds reported a missile prior to the explosion. But a missile shoot-down would have ruined the Olympics which were about to open and would have damaged the presidential election campaigns just commencing. The FBI shoved the NTSB aside. The FBI conducted the witness interviews and took control of the evidence and the laboratory testing. The FBI spokesman, James Kallstrom, immediately suppressed talk about a missile, and the NTSB spokesman, Robert Francis, passively went along.

This suppression of the obvious prompted a parallel investigation by aroused citizens. James Sanders wrote a book, *The Downing of TWA 800*, for which he and his wife were severely punished by the government. Commander William Donaldson did a fantastic amount of research and formed ARAP (Association of Retired Aviation Professionals). ARAP has several high ranking members including Admiral Thomas Moorer, former Chairman of the Joint Chiefs of Staff. ARAP requested that Congress conduct its own investigation (www.twa800.org). Dr. Tom Stalcup, a physicist, formed FIRO (Flight 800 Independent Researchers Organization). FIRO petitioned the NTSB to re-open the investigation (www.flight800.org). My compatriot, Captain Richard Russell, received a FAA radar tape showing a missile approaching TWA800 (Dick and I both dedicated a major portion of our careers to ALPA safety work for which we each received the ALPA Safety Award). Seeing that tape drew me into this investigation. Months later, the FBI did release some of the witness reports, but the identities had been redacted, which prevented verification. Fortunately, many of the witnesses had already spoken to the press so their stories and identities were known. Somehow, these witnesses had to be discredited. During the 17 months leading up to the first public hearing, the CIA was called in. It was the CIA that dreamed up the zoom-climb. This is quoted from the CIA briefing of the NTSB on April 30, 1999: CIA ANALYST #1: The conclusion that the eye-witnesses were only seeing the burning aircraft

was made at 10:00 p.m. at night on the 30th of December 1996.

Mr. Walters (ALPA representative): Was it really?

CIA ANALYST #1: Yes, as I was sitting behind the computer. It's -- up until then, what we're doing is trying to interpret these reports the way you are now. If it's a streak, where is the streak originating from? What external source could there be for the streak? There was a realization, having all the data laid out, that you can explain what the eyewitnesses are seeing with only the burning aircraft.

The subsequent CIA zoom-climb video animation was prepared in coordination with the FBI, using data and conclusions provided by the NTSB. It portrayed the nose and cockpit being blown off of TWA800 by a fuel explosion of unknown origin. The CIA claimed that not a single eyewitness saw this initial explosion because the sound had not yet reached them (a ridiculous claim since several airborne eyewitnesses saw the initial explosion where sound was not a factor). Then, even though the sound still had not reached the ground witnesses, the CIA claimed that they looked up and saw TWA800 trailing flames in a zoom-climb from 13,800 feet to 17,000 feet. At the peak of the zoom-climb, there was a hypothetical second fuel explosion. Supposedly, this zoom-climb and second explosion is what the witnesses mistook as a missile, even though the witnesses saw the missile rising from the surface, not a point two-and-a-half miles in the sky. One month before the first public hearing, James Kallstrom showed this CIA video on national TV, and he announced that the FBI was withdrawing from the investigation because it could find no evidence of criminality. The aviation community laughed. Still, the NTSB stuck with the story and hastily prepared its own modified versions of the CIA video, which it showed at the first public hearing on December 8-12, 1997. Would you believe that not a single eyewitness was allowed to testify at either of the two NTSB public hearings, even after a group of these eyewitnesses took out a full page ad in the Washington Times asking to be heard? Unprecedented. I don't believe the zoom-climb ever happened. Boeing provided before-and-after data to the NTSB, and it was published in the accident report.

Eighty thousand pounds of nose and cockpit were blown off. This shifted the center-of-gravity far aft and generated about 6,000,000 ft-lbs of nose-up torque. The aircraft immediately pitched up and stalled. The wing probably failed right then, since its center box structure had been blown apart. But using Boeing's data, I calculated that even if the wing had held together, the most it could have climbed is a few hundred feet, not the 3,200 feet claimed by the CIA. That is why I want the data and calculations that were used to produce the CIA and NTSB videos. It is against all of the principles of accident investigation to base a conclusion, such as the zoom-climb, on secret evidence, data, and calculations.

Dick Russell and I went to the second NTSB hearing. No questions were allowed from the floor. During the coffee break, we tried to question Dennis Crider, NTSB author of the zoom-climb. Dr. Bernard Loeb, NTSB Director, intervened and cut off any answers. So I wrote to Jim Hall, Chairman of the NTSB. We exchanged several letters, but still no answers. This led to my filing Freedom of Information Act requests with the CIA and NTSB. The CIA responded that it had used data and conclusions provided by the NTSB. The NTSB responded that it couldn't release the information because it was proprietary to Boeing. But Boeing had previously issued a press release saying in part, "While we provided basic aerodynamic information to assist in the CIA's analysis of the airplanes performance, we are not aware of the data that was used to develop the video". My appeal of the NTSB decision was refused, so my only recourse was a lawsuit.

Normally, the NTSB would have formed a group to study the trajectory of TWA800. Not this time. This is a quote from ALPA's official statement (www.nts.gov): "Furthermore, although ALPA does not doubt the technical capability of the NTSB, we are concerned that this analysis was essentially accomplished by only one individual at the Board, with little or no party input or participation." The NTSB's refusal to release the zoom-climb information suggests that the zoom-climb was a fabrication to void eyewitness reports such as the following. Major Fred 'Fritz' Meyer, National Guard helicopter pilot, saw a missile arc across the sky followed by two or three bright or-

dinance explosions and then the huge fuel explosion. All of the debris fell downwards out of the fireball. Master Chief Petty Officer Dwight Brumley was aboard US Air 217 which was overhead of TWA800. He saw the flare rise and pitch over, followed by the explosion and the downward descent of the flaming debris. Furthermore, the ground witnesses used in the CIA video flatly reject the CIA's interpretation of their testimony. TWA 800 was climbing to 15,000 feet eastbound and Eastwind 507 was descending to 16,000 feet westbound. They would have cleared each other by a thousand feet. Captain McClaine had been watching the lights of TWA800 for several minutes. He reached up to turn on his own landing lights to signal that he had TWA800 in sight. At that moment, TWA800 exploded and fell to the water (full McClaine interview is at www.nts.gov/events/TWA800/exhibits/Ex_4A_a_ppZ.pdf). Captain McClaine had been watching the lights of TWA800 right up to the moment of the explosion. Therefore, TWA800 was still intact and the electrical system was still operating, so there couldn't have been a zoom-climb prior to the explosion. Here are three pertinent radio transmissions from the Boston ATC transcript:

0032:01 [Eastwind Airlines 507] ah we just saw an explosion up ahead of us here *(somewhere's about) about sixteen thousand feet or something like that it just went down – in the water

0032:10 [Alitalia 609} Alitalia six oh nine confirms just ahead of us

0032:25 [Virgin Atlantic 009] Boston virgin zero zero nine I can confirm that out of my nine ah three my nine o'clock position it looked like an explosion out there about five miles away, six miles away.

Well, there it is. Three airline crews witnessed and confirmed that TWA800 exploded and "just went down". If there had been a zoom-climb after the explosion, these crews most certainly would have seen it. Therefore, **there was no zoom-climb**. Since there was no zoom-climb, that probably means that **the rising bright streak was a missile**.

The wheels of justice grind exceedingly slowly, but I finally have a hearing set for 10:00 a.m. on December 15, 2003, before the Honorable Judge A. Howard Matz, Courtroom 14, United States

District Court, 312 North Spring Street, Los Angeles, CA 90012. I would welcome some friendly faces there, but check with me before you make the trip (these schedules often change). ray-lahr@charter.net (310) 459 2232.

The odds of an individual winning against the NTSB, the FBI, and the CIA are not good, but I am just dumb enough to try. *Ray Lahr*
1,632 words, Ray, divided by the years you haven't written – I guess that keeps you in limits. Seriously, it's not that we aren't interested in the ongoing saga, investigation, call it what you will; it is merely that there is so much technical detail that cannot be removed, if coherence is to be retained, that the uncut material is too lengthy for inclusion in RUPANEWS. We do, however, maintain a link to the TWA 800 site via our airlines links on www.rupa.org for those who wish to keep up to date on the matter. We're glad that you're getting your day in court, Ray, and hope that you get a good turn-out of RUPArians for the hearing. Ed.

TOM LAMBRICK—Morgan Hill, CA

"May you live in interesting times!" The Chinese curse has visited us all this past year. After doing the RUPA cruise, which was a blast, and Christmas, which sucked, it was either buy some cyanide or crank up the 450 Stearman and press on. Decided on the latter.

The serious airshow season began with the grand daddy of them all, Watsonville, CA. Then the annual formation clinic at The Nut Tree in late May, where I reached the giddy heights of instructor pilot. The yearly trek to Eagle Field in the central valley, where we were honored to honor the veteran pilots who trained there during the war, and I was especially pleased to be the "Missing Man" in the formation flyovers. Next came Denton Texas, where I put my new credentials to work with the Lone Star state cadre of FAST pilots.

Our new formation team flew it's inaugural flight at several July 4th parades in our South Bay neck of the woods. Two more airshows, Grass Valley and Cottage Grove, Oregon, and I deemed myself crazed enough to head to Galesburg, Illinois for the National Stearman Fly-in. Now, it must be remembered that my open cockpit flying machine tops out at 100 mph on a good day, and Illinois is "way over there"!

Undaunted, a newly retired FedEx captain in his 300 HP aircraft, and I, in "Tillie", sporting that massive 450 HP Pratt and Whitney, flew into a sparkling California dawn on the 14th of August. Never the best of navigators, we headed due north. Better sight-seeing. After a long and rewarding day, we landed just outside of Salem, Oregon. Seven hours of flying and we were further from Galesburg than when we started! Our plan was to head up into Montana, but Mother Nature decided to burn it down. So we segued through the Columbia River Gorge and down to Boise and Twin Falls. Still determined to see the northern tier of states, we slogged on to Salt Lake City and then hooked across Wyoming and up to Casper - on to Gillette and the Devils' Tower, then Rapid City and Mt. Rushmore. Then a beeline to the Mississippi and flew its banks south to Illinois. Seven days of hard flying, and after 34 years in UAL cockpits, I finally saw this great land from the air. Yakov Smirnoff is right...! What a country! At the week long airshow, I entered the aerobatic contest where I carried off a "Thanks For Showing Up" plaque, flew 7, 8 and on the final day, FIFTEEN Stearman aircraft formation flights....our lead said he looked back on the runway after we were all in position, and it looked like the deck of an aircraft carrier in WWII. The ride home was no less spectacular. All in all, 71 hours of solo stick time in 17 flying days. Every flight a formation flight, every landing off an overhead break, some 34 different airports, some small and some smaller, met some great folks, had a phenomenal time, and staved off Alzheimer's for another year. I did win the "Flew The Farthest To Galesburg" award...or as my buddy said..."Dumbest Pilot To Show Up".

No matter...My Stearman summer will sit in a special place in my memory bank. My best to all the great people I flew with...

PS...is there a time limit on those Chinese curses?

Tom

JOHN A. LOVETT—168 San Juan Dr, Sequim, WA 98382

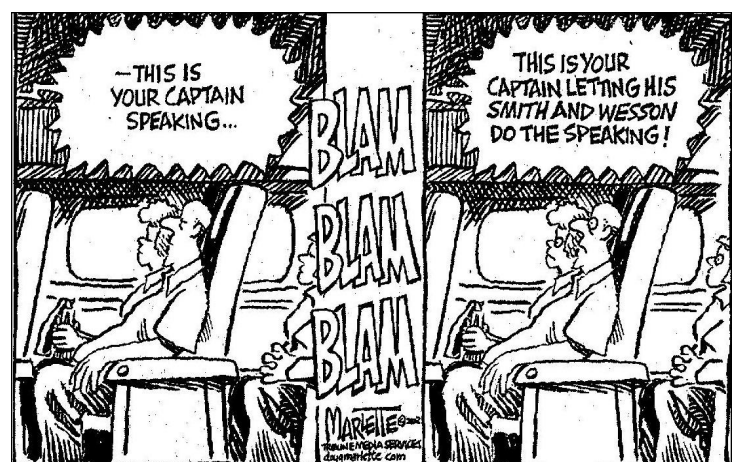
Dear Cleve, Well, it's rolled around again--85 and still alive!!!! I get nervous when I look behind me and see fewer and fewer names that I know.

Enclosed is my annual remittance.

Best to all, *John & Gerry*

BILL LUCIUS—Carlsbad, CA

Dear Members and Honorable RUPA Staff. The E-check is in the mail as I celebrate my third year in the Reward years between gainful employ and the western sunset. I feel like I'm on the Space Shuttle and no way to slow the reentry. Last year We eased the new house move-in and dress-up stuff to a crawl and embarked on some much enjoyed travel. The Islands for a couple of weeks, the ALPA Cruise in Nov 2002, Europe for a Month including the Normandy Beaches. Gee was it Religion, Ego, or Money or the lack of that caused that war... Ain't sure which maybe all figured in some how. Sure was the place for some thought in the light of what's a going on now. The ALPA cruise surely recharged the Hangar Flying Batteries though. It was especially great to see the DC11 contingent there. Since I was Capital trained as a new hire in DC it was nice see some appreciation of my white socks again. Not pleasurable was the untimely passing of one great pilot and compatriot Capt Joe Luton with whom I flew a lot with in the old days. He was one great person and wit. He will be sorely missed. Fortunate I did see him on the Cruise. Most pleasurable was the chance to be close and enjoy the grand kids. Evelyn's and My second chance at childhood. This is good. Life is good. Golf? what's that. Ain't had nuf time for that yet all out of technique too. Maybe Next year. ha. To all of you at the RUPA front office kudos for the great newsletter and updates. I for one of a many do appreciate all that it takes to keep us informed. Great efforts and a fair government will pull us through. Lets Pray... Sincerely *POW (Bill) Lucius*



KEN LUND—12323 Lackawanna Ln., Port Charlotte, FL 33953

e-mail: kenbritlund@earthlink.net 1968-2000
ORD-SFO-ORD-HNL

Dear Jock/Cleve: Completing the first year in our new home. All the building frustrations were worth it. Celebrated Brit's 60th by renting a 58' houseboat on Ky Lake- a floating party w/kids & grandkids. Chapter 11 notwithstanding, all is well & healthy.

Thanx again to you & our other west coast brothers for your RUPA efforts. Fraternaly, *Ken*

CLYDE LUTHER—9732 Burke View Ct, Burke, VA 22015

Hello to All: Another year gone by, hardly seems possible but still hanging in there and enjoying great health...knock on wood. Still totally active on the golf circuit. Still officiating at about 25 tournaments a year and still doing a lot of Golf Rules Instruction and will do one of the dozen or so national workshops in Boston in March 2004. Really enjoyed the US Open and Senior Open this year. I officiated some great pairings, but I really enjoyed the US Amateur at Oakmont in Pittsburgh. It is always a fun tournament and what a great golf course Oakmont is. The US Senior Amateur was fun and it is funny how paths cross, but spent a lot of time with Jim Gwinn who is on the Senior Amateur Committee and was my 727 instructor many moons ago.

Talked to brother Clark the other day and he sounds good and looks like he is coming along pretty well after a pretty tough road for the last almost year-and-a-half.

Thanks to all of the guys that make this fine organization purr along. We need you and your work is appreciated. Regards to all, *Clyde*

AL MALECHA—1011 N. Aviator Parkway, Payson, AZ 85541

azflyer@cbiwireless.com

Dear Jock: Many thanks to you and all the good people who mind the RUPA Store for us. Thanks to good health I'm still flying the EAA's B-17 and the "Connie's" based in Tucson and Camarillo - been doing that for 10 of my 11 retired years and God willing I'll do a few more. Anyone flying the "Rim Country" is welcome to stop by Mazatzal

Mountain Airpark located next to KPAN, Payson Airport.

Best to you and the staff. Check is in the mail. *Al*

PETE (PEER) MASENG—Port St. Lucie, FL 3495 MDW-ORD 1952 -1987

Plus 16 yrs of "Easy Living". Health is reasonable for 76, and my radical prostate operation 11 yrs ago is still showing a .01 PSA. Was diagnosed with Multiple Myeloma (Bone marrow cancer) 3 yrs ago. Asked " How Long?" The Doc said 6 months to 12 years. (He was really covering his rear.) I feel I have at least 3-6 yrs left--but what do I know?

Chris is fine, and we celebrated our 50th last year. Just sold our large house for one we call "sans retirement \$\$."

Took a cruise along the Norwegian coast, and those fjords haven't changed much since my days in the RCAF in "45-"46 and those Norwegians are a happy lot in spite of a few Moles!

Son John is flying 747-400 and not exactly smiling about ESOP-- But I feel he's lucky to be where he is, considering all.

Still boating in Florida and Bahamas and a few cruises here and there--Alaska last month.

Check is in the mail. Thanks to all you folks making this journal possible. I liked the Airman's Hymn. Regards, *Pete Maseng*

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

'69-'02 DCA, JFK, ORD.

Under separate cover please find the 2004 dues not for me, but for my good friend George Braun; ret.747 ORD Dec '02.

It was Aug '02 that George, using his flight mgr. influence, set up my 777 retirement flight: dhd. ORD/SFO layover and fly SFO/ORD with family aboard. Now that was a leisurely ID. Before the memory fades, I'll publicly thank him and keep his account current. Probably this is the 1st and last time you'll find his dues paid on time.

Vickie and I find the JAX area enjoyable and the beach great. Besides, she grew up here.

Along with thanks to Cleve and crew, I'll thank Jock for his clever and pithy "Ed" remarks. Well done. Regards, *Mac*

EARL McKENZIE—Mission Viejo, CA.
Well here it is again, another year and my birthday has come and gone and I'm late again with my postage amount. Seems as if I'm forever apologizing. We're still here in Mission Viejo, Ca. And doing great. We just got back from a week's vacation to the central coast town of Cambria. The weather and beach exploring was great. One of our favorite places to just relax and enjoy. This time we were accompanied by Bill Whitlow and his wife Kris. They've been up there with us a few times and enjoy it as much as we. A week of nothing but beachcombing, eating at great restaurants, observing the elephant seals, and just relaxing. Well, I hope this leaves you all well and prospering. Thanks to you all for all your work at RUPA. Sincerely, *Earl McKenzie* (LAX)

RICH MEADOWS—Naples, FL
Jock: Have not written before, but wanted to tell you how much I appreciate your and the other fellows' efforts. Checked the RUPA web site but could not find the proper place to submit the addition of my web address to the next directory. If you would forward, I would appreciate it. wingsapt@aol.com. [All such changes should be emailed to clevespring@comcast.net. Ed]
Thanks, *Rich*

AL MENTING—Notre Dame, IN
Due to the results of an accident Al Menting has been in Dujarie House operated by the Brothers of Holy Cross at Notre Dame IN this past year. This facility recently received its second 100% rating from the state. So we are fortunate in that respect. Al enjoys *RUPANEWS*, for which we both thank you. He watches United Express fly into South Bend several times daily as the flight path is directly above his room. I told him I'm sure the pilots "tip their wings to him on occasion" and this always brings a smile.
New email : Mmenting@hcc-nd.edu
(Dues sent earlier on time.)
Thank you, *Montel Menting*

DON & MARY MERUCCI—4992 Blackbird Way, Pleasanton, CA 94566 dmerucci@comcast.net
Hello Cleve, Jock, the rest of the fold'n stuffers

and the rest of you fortunate retirees.
This year I'm doing things a little bit backwards; I sent in the postage money on time but I am late with the letter.
Mary and I continue on the recovery trail. It has been 4 years since her mastectomy and 2 years since my brain-stem surgery. Most of the maladies have resolved to the joint and muscular type. We have figured out that if it's hurtin', it must be workin'. We are willing to settle for that.
We have been catching up on some traveling both air and surface type. The big trip this year was to the Peckham's Oklahoma homestead to pick up some family heirlooms. From there we spent the Memorial Day weekend with our son in Scottsdale. There is something about that Arizona heat to make you appreciate our northern California climate, even when it reaches 100 degrees in our valley.
This summer we attended the July Merucci Family reunion in Detroit. I then went back to Pleasanton while Mary spent more time with her brothers in Oklahoma. We must be gluttons for punishment, because the next month we flew off to Augusta, Georgia to visit old Air Force friends.
Thanks to Rich Bouska for all the work he and his crew have done arranging for the convention. I expect I'll be seeing some of you there.
Ciao, *Don & Mary*

GEORGE MOSHIER—2000 SW Dillard Ln, Oak Harbor, WA 98277
Dear Cleve, Enclosed is a check for dues 2003. All is well with Ginny and I, we're still on Whitbey Island enjoying our grand kids, camping, boating in the San Juan Islands, and an occasional round of golf.
Thanks again to you and the staff, I enjoy hearing about the Troops. *George & Ginny*

KENNETH C. MYERS—PO Box 443, Madison, VA 22727
Dear Cleve, Another year, another birthday – 89 down, 11 to go. With a little luck I might just make it.
I really enjoy reading the *RUPANEWS* and always look forward to the next issue. My thanks go out to all those involved in putting it together.
Luck to all, "*KC*"

PIERRE NEY—815 "I" Avenue, Anacortes, WA 98221. pierreney@aol.com.

Hi Jock, Back in the great Northwest, finished my one-year motorcycle mechanics' class in Phoenix last March. So far, the only wrenching I have done is on my own bike and a freebie carburetor rebuild on a Fat Boy for my neighbor, an American 767 FO. The ultimate airline discount. My wife, Lisa, and I joined Janice and Pat Flanagan for a driving trip from Vancouver, BC to Port Hardy at the north end of Vancouver Island. We then walked on the ferry to Prince Rupert. Arrived after a 15-hour voyage, stayed on the ferry overnight and returned to Port Hardy the next day. Saw the spectacular Inland Passage without any tuxedos, ties, sport coats or fu-fu drinks. The cabins were small, the upper bunk bed a chore to climb into, but a great voyage with no pretension. A good time was had by all. I recommend it for a short escape from the media and the world. Take a warm jacket, binoculars, a good book and enjoy. More next year. *Pierre*

JIM & JAN NOBLE—Barrington, IL

How did the year go by so fast? It seems like I have a birthday every six months. One just flew by! First, our thanks to all of the stuffers, mailers and of course, Jock, our editor, who does a great job.

This last year has been busy with some enjoyable trips. In November 2003 we went to China for a twenty-three day tour. This trip featured a week in Southern Mongolia plus the usual tour sites. In the big cities one is overwhelmed with the amount of construction, the number of people, and the energy that is evident by the intense amount of activity. The Yangtze River trip is awesome, particularly when you look up and see the high water markers 300 to 400 feet above your head as you travel on a cruise ship hundreds of miles to the dam. The dam is the largest man made object you will ever see and you only see part of it as some of it is already under water. The Great Wall, the terra cotta soldiers, temples, temples and more temples - - all very impressive. It's a little scary as you can see that ten or twenty years from now China will be the world's super-power, no question about it! We had a great Christmas with our family and then in January flew to Crested Butte, CO to ski. We

skied free, as all who are over 70 do! The ski area is under new management and vastly improved. Our B & B there was wonderful with gourmet food, terry robes furnished for the indoor hot tub and a genial host. In February we drove to Florida and spent a month sight-seeing, staying with friends and going to the Miami boat show. We drove 4200 miles and just about circled the state twice.

This Spring we put our trawler in the water and had a "strange weather summer". Having the boat was fun, but too much work so we sold it! What do they say about the happiest day of your life? We're out of boating after thirty-three years on Lake Michigan and our summers will now be filled with all of the other things we've been wanting to do.

In September we flew to Toronto for three days of sight-seeing and then visited with friends who live on Georgian Bay.

We are lucky to have good health and look forward to another year of travel, tennis, skiing and watching our grandchildren play soccer.

Until next year - - - *Jim and Jan Noble*



Airline Pilot in Training

ROBERT H. PASCO—33031 Alpine Ln, Evergreen, CO 80439 crpasco@wispertel.net

Dear Jock *et al*, All is well at the Pasco household. We had a busy spring though, with a trip to the Galapagos Is. in late Mar. and early Apr. Stayed in Quito, EC 2 days before and 3 days after our 11 day trip to the Islands and met Tom & Eva Wedel there. Char & I decided to leave 1 day early on Mar. 17 after forecasts of the storm that dumped 6 feet at our house in Evergreen started to emerge. We left the house at 4:30 am and drove in a blizzard to DIA. Got on an IAH flight at 8 am and finally got airborne at 11:30. Took CO the next afternoon to Quito while DIA had been shut down 24hrs already. Our flight out to the Galapagos Is. was on TIME, the local airline flying 727's. We had a short layover in Guayaquil, during which the Capt. was wandering through the cabin, so Tom & I talked with him for a while and he invited one of us to ride in the cockpit to the Islands. I got the nod, and enjoyed the hospitality of Capt. Hector Heredia and his crew enroute. At FL 310 there was a knock on the door and the F/A stuck her head in and asked if a birthday girl passenger could have her picture taken in the cockpit. So the 10-year-old came up and sat on console between the Cap. & F/O and had her picture taken. Capt. Heredia said that he makes about \$25K/year and that he works 6 on and 1 off per week. He said he makes enough to have a nice house in Quito and a good car as well and send his kids to college in the US. A real time warp there, but it's all relative.

We had the best adventure on the Galapagos Is. with a company called *Galapagos Travel* owned by Barry Boyce who is the one who wrote the guidebook on how to choose a charter company in the islands. Our boat was a 97-foot power boat with 15 guests, 9 crew, a park guide and Barry too. In 11 days we went on 11 islands, hiked, snorkeled/SCUBA, good food and drinks, good evening lectures and great sunsets. Saw a 1000 lb. mola mola breach, as well as 15' manta rays mating - lots of birds, fish and mammals too. Once in a lifetime, we would highly recommend it. In early Sept. we shipped our bikes via FEDEX to the San Juan Is. where we stayed for a week and pedaled around 3 of the 4 islands - you can ride the ferry too. The blackberries were ripe and we

stuffed ourselves often. Saw a pod of 12 Orcas. Off to Moab the 2nd weekend in Nov. for a Bluegrass Festival and some biking and hiking. Thanks to all the F & S troops for helping to make this all possible. *Bob & Char*

KENNETH G. POH—11190 SW 71st Ct, Ocala, FL 34476

Hi Guys: Birthday again! Enclosed postage, and thanks to Folders & Stuffers. Health of Lucy and me has been very good this year, but of course the usual trips for checkups go on and on. Travel this year has been to Cleveland for our granddaughter's graduation as a lawyer, and now waiting for results of her bar exam. Had a bus trip to Branson Missouri – Gatlinburg, Ashville, Dollywood, all with our travel club. On Nov. 30th to Dec. 7 going on a cruise to eastern Caribbean to celebrate our 80th birthdays, plus our 60th wedding anniversary and 20 years retirement. Besides painting house, mowing grass, and honey-do's, when do I really get to retire. Love to all, *Ken*

JOHN POWERS—Carlsbad, CA

Dear Capt. Jock: Not even a month late!!! Has been a busy year, and if you enjoy boxing, packing, storing etc. a good one. We sold our home in Carlsbad, Ca., also our home in Mammoth Lakes, Ca., and have bought a home at Incline Village, NV. When settled there in a few weeks (months?), that will be our primary residence. When not packing this summer, Karin and I, were in Mammoth Lakes doing mountain biking or hiking the trails in the area. The past 2-3 weeks have been a visual delight as the Aspen change to the vibrant yellows and the sky an incredible blue. Will the low cost United carrier be somehow better than the Shuttle? Hope so. Best wishes for your good health...*John Powers*

BILL SALISBURY—Bumpass, VA

Dear Jock: I am sending my postage fee to Cleve under separate cover. At least, I am sending it in the same month in which it is due! I can't promise that this trend will continue for the rest of my life, but the intentions are there. Another good year has gone by and all of my fam-

ily is blessed with good health and hardly a worry in the world. We are fortunate that we will continue to get by, even if the UAL pension goes down. I can't say that this was good planning on my part or just that I have always lead a fairly conservative spending style, plus been very fortunate that some of the investments have done well. Still flying airplanes. The 195 is alive and well and still a joy to own. I still maintain my instrument currency. Also still flying the Lockheed C-60 Lodestar for the CAF and soon will be checking out in a Grumman S-2 Tracker. Recently flew the Lodestar to Midland, Texas for the big annual airshow there—flew it both days in the airshow, as well. I will be returning to Midland in early December to fly the beast home to Virginia and will then fly it in the Wright Brothers Centennial celebration about the middle of December. There is no heat in this old bird, so have equipped myself with heated gloves and heated socks and will dress plenty warm for the occasions.

Our son was recalled to active duty just before the war began and was sent immediately to the sand. He and his unit survived just fine and returned home on August 1. Then just a few weeks ago, he had to return to the sand, but this time he is supposed to be gone only three weeks or so. He should return this coming week. His family misses him terribly when he is gone. I am hoping that he will be released to civilian status soon and can then go back to his airline job. We are very proud of him for serving his country.

Kindest regards, *Bill Salisbury*

ROY SCROGGS—9915 W. Royal Oak Rd.
#1090, Sun City, AZ 85351 irscroggs@cs.com

Hello to RUPA members: Lois & I have been away for four months (mid-May—mid-Sept.) Regret that my check is arriving late.

We surely appreciate the *RUPANEWS*, and thanks to those who prepare the issues. I have been retired 24 years now and have always looked forward to getting the news, although knowing the names of the members who write in now is becoming difficult.

We live in a life care center and suggest strongly that all of you consider this way of life.

Good bye for now. *Lois & Roy*

WILLIE SHARP—1520 Rose Ln, Pleasanton, CA 94566 WSharp520@aol.com

Hello Cleve and all the RUPArians... I'm in my birth month so I'll get this off early while I still have some of my faculties in working order. Another year has slipped past. Loving retirement and sympathizing with our brethren who are still fighting the good fight. I retired at just the right time I guess.

We've taken two extensive cruises and done some traveling domestically. Being able to make plans so far in advance is a luxury to someone who never did achieve seniority sufficient to do that during his career.

I'm still working on my hotrod. I hope to have it running and driving by spring. I ride my motorcycle almost daily and am enjoying life.

Best regards to all the stalwart Brothers and Sisters who "held the line". Keep up the great work with the *RUPANEWS*. I look forward to it coming every month. The check for postage is "in the mail".

Willie

DAVE SHROYER—10211 W. Ottawa Pl, Littleton, CO 80127 benz29@earthlink.net

Hey Jock/Cleve---Check enclosed - In getting on down the road it is realized that most of my Naval Transport Sqd. One (VR-1) sqd mates have gone west - some of the retired group will perhaps remember, Gus Sommermeyer, Jim Gillian, Bob Tuxbury, Slim Larned, Russ Van Tyl, Gus Cusamano, also through the Capital merger, Lou Abel, Lee Hetterman and a couple of others - still on the right side of the grass is Dick Edwards and Felix Peyrefitte - not sure about Bud Millard, Carol Berger or Ed Graves - - VR-1 was quite a successful operation during WWII and it was a privilege to have served with them - in addition, VR-1 included pilots from TWA, EAL, NWA, PCA, BNF and PAL - what was also a great comfort was the way and manner these older Navy Pilots/Airline Captains looked after and helped those of us in the younger generation - their help, advice, shared experience and counseling truly assisted through many difficult situations.

'Nuff of that - Jeanne (my most fortunate choice in partners) and I celebrated our 60th wedding anniversary in the Grand Cayman Islands last month - great place to go however take money --- we are

still in good health and have found that birthdays are important in that the more you have the longer you live.

Be good to yourselves so you know someone was.

Dave

AL SNOOK—8296 Tempest Ridge Way, Parker, CO 80134 alsnook@compuserve.com

Hi Cleve, I think my first attempt at this got lost in cyberspace somewhere so...

My check is in the "other mail". When I retired three years ago as a 727 Captain, "other mail" my main means of communications because it was the only mail I knew (or cared to know about:-), but mostly because of you I have moved into the 21st century.....I got a cell phone last month after all these years with an unlisted number. However, I do still have "CompuServe Classic" - kinda gives me that same comfortable feeling I always got when I sat in any seat in the 727:-)

Since I have not "slipped the surly bonds" - I am "surly", but just haven't slipped yet, I thought I would put a few words down on my legal pad (B.C. - Before Computers), and then transpose it to your medium for your edification.

I haven't traveled too much in my three years of retirement because it's such a hassle. When I was flying actively I had this recurring dream of being "lost" in the terminal at Newark and was always late for work, but after I retired and was "free" from that dream, I now have this recurring dream (nightmare) that I am standing naked (it's blurry, but that's good) just past the metal detector being "wanded" because I have forgotten to take off my all metal "pilot's" watch. I always thought that was just a myth...

Actually, like many other retirees, I am enjoying "the life after flying", and hope it continues until we all have "slipped the surly bonds". I am far too busy doing volunteer "work" for the Boy Scouts. I got involved in training adult leaders (must be roots from my old days in TK) and had to balance that with something akin to my old days on the ALPA Training Committee so I teach "Youth Protection". They didn't have that when I left Boy Scouts ten years ago, but I guess protecting youth is as important as trying to protect pilot's careers (not sure all pilots would agree, but.....)

Doing some church volunteer work as a member

of a Steering Committee to build new and bigger sanctuary for our congregation . We are two years into it now with fund raising, planning, and now finally, building the structure.

I spend a lot of day light hours working as a guide for the Douglas County Trails and Open Space. Get to guide little old ladies and kids around all the beautiful open space (thanks to the lottery) that we have here in Colorado:-)

Thanks again to you and Jock and all.....who keep this great publication coming to all us "old farts".....I know, speak for yourself (well, there are days.....)

Thanks again, *Al*

There, now, that didn't hurt, did it? Glad to hear from you, Al. Missing your pithy darts (sp?) on the United Pilots' Forum. If we missed one of your prior messages – apologies – sometimes errant fingers consign my computer stuff into electronic limbo – usually I can recover it, but Ed

S.W. STOKES—Preston, ID SEA, SFO, SEA.
swstokes7472@msn.com

Hi Jock, You and everyone at *RUPANEWS* deserve all the thanks that everyone heaps upon you for the good contacts you have at UA to keep us as up to date as a monthly newsletter can get. We are all, naturally, interested not only in our pensions but also the airline itself as well as each other, which you, via the newsletter, keep alive and well. Hope you don't get tired of the accolades. Here in Idaho we meet occasionally with Bud Peters of dispatch, who keeps a neat house at RUAEA which comprises a quasi bunch of Ruparians. It's a long drive to Boise. I still have my second class physical which is in use only to rent an airplane once in a while. The homebuilt idea is waiting for pension news re: the eventual 'emerge from Ch11'. In the meantime, Martha and I are enjoying good health, family reunions of small and larger proportions, even without a motor home, boat, motorcycle, or airplane! One is saddened by the Flown West news, but ever so grateful to have flown with some of the finest airmen and gentlemen that ever graced a cockpit.

Sincerely, *SW Stokes*

DAVID & RUTH STEARNS—50 Coral Place, Greenwood Vlg., CO 80111 dste494669@aol.com
“Hi Gang”: I stole that from Slim Carmichael who used that phrase to open his addresses to the employees, via the long line, of events that he thought we might like to hear. Slim was the president of the parent company. [*? Ed.*]

It has been fifteen years since I packed it in. In that time I have had plenty of time to observe some things about this aging process. It seems that I cannot find anything without Asking help mate “HAVE YOU SEEN _____”? Which is followed by “KEEP LOOKING”, and indeed I find what has been missing. Not so bad. However I soon discover that I have lost the item that I had in my hand while looking for the original one. Shouting twice “HAVE YOU SEEN” in short order is not too good in our house. This letter may not get mailed as I can’t find the pen I had in my hand while looking for the stamps. Another observation, related not only to aging, but is a habit that is difficult for me to shake, and usually precludes a disaster, is saying, “let me show you how to do that”. B.F. Goodrich has smiled many a time following that expression. I have noticed that making small mistakes has become much easier and finding someone else to blame has become more difficult. Some observations that may benefit others are don’t eat hospital food. You will lose weight and it leaves a bad taste in your mouth.

Also, events in the last few years have prompted me to take stock in my financial situation. I did have a stint in the hospital and they installed a *stent*. While riding my motorcycle in Florida, Mrs. Silver showed me a new way to dismount, which included a short flying lesson. I was, however, able to show her how her car looked with all of the windows broken. She did buy me a new bike. My hearing-aid technician advised that he has done about all he can with hearing aids and suggested a cochlear implant. With an implant three year old children, who have never heard anything, can speak after three short months. It takes old men who listen intently closer to a year. The cardiologist and I have a conflict about how much medicine I will eat and he is prone to make dire predictions. Having worked early-on in our CLR development, I consider myself somewhat of an expert in conflict resolution. Now the doctor prescribes

and I don’t take. Talk about a win-win situation. Taking his predictions and my life style into account, it appears my days of strong earnings are limited. Could it be that I am worth more dead than alive?

Golf scores being required in annual letters I can honestly say that my game is as good as it ever was.

To celebrate 50 years of marriage, Ruth treated us all to a delightful cruise on the largest cruise ship in the world. It included both children three grand children and the curmudgeon. Even when needed, I refrained from advising the Captain while docking.

I hope each of you guys who contribute your time to this publication receive some personal satisfaction for your efforts. Remember it always seems darkest just before it turns pitch black. (“Hal Wylie 1979.) Thanks! *Dave*

TERRY TERRELL—Aurora, CA

Greetings to all from Aurora CO, which is now our permanent home. We left Fla. last May 1, after having sold our house, all furnishings, two cars and giving all our clothes to Goodwill. We left with two little carry-on bags. The lure to Fla. was golfing and fishing all winter long. Now I can no longer do those things, it’s better to be back with our old friends and family. We wont like the snow, but somebody else shovels it. Check is in the mail to Cleve. Regards, *Terry Terrell* in my 86th year.

ERNIE THOMAS—Dataw Island, SC

Hello everyone: Nine years and counting--also getting a little nervous about the monthly check. Did my annual trek to Europe; this time to England for another canal boat trip in the Northwest and into Wales. These boats cruise around on 200-year-old canals that are about 16 feet wide with the old tow paths still there. In most places they are very walkable, and since the boat moves regally at around 3.5mph, you can step off and hike ahead. The scenery is magnificent if you like bucolic, especially in Wales. Hotel boats are 7(sic) feet wide and 70 feet long, and one, the "motor" tows another, the "butty."

I then spent 10 days touring in the southwest, Cornwall and Devon, and got back into London the day before my trip home. Took the tube down

to Tower Hill and walked across the Tower Bridge in a driving rainstorm to take a picture of David Blaine, the crazy American who had suspended himself in a glass box above the river, in an attempt to survive 44 days without food. I see by the internet today that he is in his last week or so. *Outré* ain't the word for it.

Had a back incident--no golf for 8 weeks, but it responded to therapy, I am back on the links with the Club championship coming up in two days. Thanks to the folders and stuffers, check to Cleve, and my best to all...*Ernie Thomas*

DAVE THOMPSON—522 Riviera Bay Dr. NE, St. Petersburg, FL 33702

Cleve, I have no idea whether I am ahead or behind in my dues, but if you need more, let me know while the checks are still coming. [*Dave, the expiration date is always printed on the label of your RUPANEWS. Ed.*]

Along with Jim Arnold and Phil Steiner, we have spent a lot of effort in the last several years trying to save Albert Whilted (sp) Airport (Sp) in St. Petersburg, FL, citizen's vote is Nov. 4.

Dave

STOKES TOMLIN—17446 Madison Ave, Hamilton, VA 20158 LGA, ORD DCA.
sstst3@adelphia.net

I have another birthday in five days - just enough time to get this to you on time this year - anniversary number four since I was turned out to pasture. It is getting hard to remember all the wonderful times and the many people that I worked with all those years. Also very sad to hear of the loss of Dr. Bill Albers - I must have 30 medical certificates that he signed!

I am still working on the SETA II project with the FAA, a good job, now that our retirement doesn't look so hot. We are trying to find ways to discontinue VOR's and other "antiquated" NAV aids - trouble is, the replacement systems don't work very well at all! GPS is great, as long as you are VFR!

Have a 13th Fighter reunion in October - looking forward to seeing my old "Voodoo" buddies.

Best of luck to all, *Stokes*

DON TRUNICK—28407 Wimbeldon Ln., Escondido, CA 92026-6821

MDW/LAX, 1951-1984, dltesc@yahoo.com

Hello Jock; Now retired 19 years, we have done little traveling this last year except an Elderhostel at Yosemite. Both of us in decent health considering the "Golden Years".

After 40 days of radiation for prostate cancer, a year later my PSA was 0.04.

I'm in my 14th year as docent at the San Diego AEROSPACE museum. A lot of activity at the museum. After about 20 years of static display our SPIRIT OF ST. LOUIS replica was moved to Gillespie Field where there are 2 hangars of aircraft and restoration area. They decided to try and get the SPIRIT flyable for the 75th anniversary of Lindbergh Field San Diego. They went over the plane and changed a number of items and received approval from the FAA to fly the airplane. They found retired UAL Captain Roger Baker who flew the SPIRIT on a few test flights and flew it into Lindbergh field for display and return to Gillespie Field. Then the plane was trucked to the Los Angeles yearly county fair for display in Sept. for a little over a week. I worked there on Sat. & Sun. answering MANY questions like "is it the real one" and "how can he see out?" Now at Gillespie it is being readied for display on Oct 17-19 at the Miramar air show. Also there, they will have the Wright Bros. engine, which was made at the museum and will be started each hour.

Museum restoration shop personnel are working on an Army Air Corp Boeing P-26A, and a GEE BEE R1 racer. Both are from scratch and about half-finished. At Gillespie Annex they have completed a Sopwith "PUP" of WW I. It is uncovered to show the excellent wood work etc. Some time later will probably be moved to the museum? The museum has changed some displays to show the advance of air travel. There is also a nice display of PSA the airline started in San Diego. The P-51 is on display and there are 100 years of aircraft engines.

Many thanks to all who put out the *RUPANEWS*, it is greatly appreciated.

Check is on the way to Capt. Spring. *Don*

JOE UDOVCH—22486 Caminito Esteban, Laguna Hills, CA 92653

Mostly LAX, with stints in SFO, DEN, ORD

Dear Cleve and Jock: This past eventful year has kept me from slipping into the boredom of "old age". Medical situations have topped the agenda for the better part of the year for me. The summer was spent getting a long series of medical tests done for my youngest daughter. That culminated in some serious and extensive heart surgery in August, to correct/eliminate an abnormal aortal blood vessel, which had formed a vascular ring around her trachea (windpipe); she's breathing better now, and recovering just fine.

And, I'm currently pursuing a physical therapy program for a chronic back problem, which at one time was serious enough to keep me from retiring on schedule at age 60. As with any of us, the loss of either mental or physical faculties is difficult to acknowledge and accept, and particularly so, since in our profession, we at one time were considered a cut above the norm in those areas. Ah, well! gotta just keep plugging away.

Still trying to be active, bicycling, walking and swimming; alas, no more running or other high-impact exercise.

The monthly get-togethers with other local RUPA troops are a great mental health break, and a nice way to keep in touch with folks with whom we shared so many years in our interesting and exciting profession. Our local watering hole in south Orange County, California, always seems to provide a nice relaxed and laid-back atmosphere for us to continue where we left off when we took retirement from United.

Great appreciation to all of you in SFO for your organizational efforts and the large amount of in-

formation you provide us with in the *RUPANEWS* and on the web site.

Check to Cleve, and a verification that there are no changes in my Directory info. *Joe*

BOB VOGTRITTER—Honolulu, HI DCA-ORD 56-88 vogtritter@aol.com

Better late than never. Still alive and kicking (barely). Highlights of the past year included a knee operation, Alaska fishing and our 50th. wedding anniversary. The knee operation was the least fun. Most of my exercise now comes from removing the corks from wine bottles.

Glad to see that UAL is finally off the front page, however, I'm still waiting for the other shoe (pension) to drop. We gave up on our two-year experiment with Tucson living and moved up to Scottsdale. Glad to be back in civilization. Summers in Arizona are very hot but our little grass shack in Hawaii provides much needed relief. Keep up the good work, *Bob*

PATRICK & ROBBIE WALKER-Minden, NV
Dear Jock, Cleve, and all RUPAs; The check is in the mail ... a month early! Yea! Things are going well as I near the beginning of the third year of retirement. If time flies when you are having fun, then I am on a rocket ship! Not a lot of traveling these days. Seems that airports are not a lot of fun, and who needs to spoil the good memories we all carry! Mostly I am concerning myself with the task of becoming somewhat proficient in glider flying out of Minden Tahoe Airport a scant mile from home. Soaring is a different world, decidedly.

My wife and I are hunkering down now here in Minden, NV awaiting the arrival of Winter. All is well.

Sure would like to thank the many among us who are still tirelessly providing so much valuable info, like Doug Wilsman on the pathetic state of the "United" that we left behind, and the pension plan debacle so utterly mismanaged by the parade of inept administrators in the ivory towers of HQ. Lordy, how we think we have our futures covered, and Lordy how they trump every move we have made. Will it ever end? Also appreciate articles written for us from the likes of Carl Hankowitz out in Hawaii on a very important health issue. So much thanx must go out to them. This is a great



forum, and it is being used most effectively for our collective good.

It is still up to each and every one of us, each and every day, to watch out for our own well being.

Most contracts seem to be just so many "words" when it comes time to depend on them.

Hello! to all the friends of times-gone-by out there, and write any time spacewok@earthlink.net. Would love to hear from you.

Good health to all, and may God bless you good!
Cheerz, *Patrick & Robbie*

PAUL T. WEISS—11603 Losano Dr, Boynton Beach, FL 33437 ORD Always!

Dear Cleve: It's amazing how a year can get by so quickly. When you look at all the changes at United since I retired last September it is somewhat unbelievable.

Quite involved as a member of the Board of Governors of our club here, and continue to play a lot of golf. Had a double eagle last week, which is rarer than a hole-in-one. Wife, not being a golfer, told people I did something tremendous – a double bogie. Those I have a lot of!!!

Thanks for all your good work. *Paul*

ROBERT T. WEST—6454 E. Mercer Way, Mercer Island, WA 98040

Dear Cleve: the enclosed check was due in August, so please forgive me being late again. Time flies faster than I do, and I just celebrated my 93rd birthday in August. All my children were here, and I'm still getting around, except for eyesight, which macular degeneration has rendered me legally blind.

My friend, Elizabeth, helps me by reading the *RUPANEWS* and I enjoy hearing all the letters and sad to hear of some old acquaintances who have flown west.

If there is anyone out there who I flew with, I wish them well and good memories.

Thanks to everyone who gets the *RUPANEWS* out to all of us, it's lots of work and appreciated by everyone. Sincerely, *Robert*

JOE WILDBERGER—San Francisco, CA

Hi Jock: Well, since it is still September, I'm not even late this year. I'm sending my check along

to Cleve, but decided to try the email version of the annual update, since it's probably easier for you and I can't blame any of the spelling errors on anyone else.

Another year gone by -- seems like it was just last week that I was writing last year's report. I've been keeping busy spending my time between Maui, San Francisco, Sonoma County and an occasional trip to New York. Just finished a 12-day cruise to Alaska on Radisson - a great cruise line - even got an interline rate. Alaska was truly spectacular and the trip was great fun.

Reading Joe Stans' bit about cruises in last month's edition made me laugh. He hit it right on the head with his comments about the face lifts and some of the ever-slower-moving gentlemen. It was nice to be one of the younger people in a group - something that doesn't happen too much anymore.

I got my UAL pension check this month and that's good. If it comes again next month, that will also be good. One month at a time. I can't thank you guys enough for all the hard work you do with the *RUPANEWS*, It's always informative and entertaining to read. Take care, *Joe Wildberger*

IN MEMORIAM

EMERY BARRUS

It is with deep regret that I inform you about the death of retired Captain Emery Barrus on Oct 14, 2003. He was admitted to the hospital for a blood clot in his leg, developed pneumonia, and died shortly afterwards. We had been dear friends with Emery and his wife Mary for over 50 years and had enjoyed many vacation trips and business ventures with them.

Emery served in the Air Corps during WWII, flying DC3s, DC4s and C87s over the hump in the Indo-China theater.

Emery was a man of many other talents than flying, including house designing and building, painting, wine making (he won first prize at the Sonoma County Fair for amateur wine making) and writing. He wrote and had published several novels on a variety of subjects such as Pre-historic Man, the Aids epidemic, a airplane crash in Alaska, and

about a young Scottish indentured girl servant being introduced into the ways of the Mormon Religion.

Emery will be greatly missed by his many friends, and the world has lost a very talented individual.

Bob & Betty Wells

Email Rwells8654@aol.com Phone 541-383-4142

JOYCE E. BARTON My wife and best friend of 52 years passed away on August 8th, '03. She was 72 years old and had been fighting renal cell cancer since '94. She is survived by four children, nine grandchildren and three great-grandchildren. I plan to stay in the Henderson, NV area for the immediate future. *Bruce Barton*

ROBERT M. BYRNE

RUPA has lost another aviator. On Monday September 22, 2003, on a clear beautiful day in Carlsbad, California, retiree Robert (Bob) M. Byrne was tragically killed in a one car accident. The cause of the loss of control of the car is as yet unknown.

Bob was a Navy pilot, and he was selected to organize the JFK funeral flyover in which he participated. After a seven-year hitch in the Navy he was hired by United in 1966. After a short stint at O'Hare, the rest of Bob's career was spent flying out of SF0 while living in Cupertino, California, with wife Nancy (whom he had married in 1966), daughter Michelle, and son Robbie. Bob took a medical retirement and moved to Carlsbad eight years ago.

Family was #1 with Bob. He and Nancy were married 37 years, enjoyed their children and grandchildren. Bob was an avid tennis player. He played in many United Airlines Tennis Tournaments, and was ranked in several Doubles' age categories in Southern California

RUPA will miss a true gentleman. He is sorely missed by his family and friends. Our thoughts reach out to the Byrne family

Mike Dennis mrdennis777@aol.com.

DOUGLAS B. CAMPBELL

Of Parma, MI. Passed away June 2, 2003 in Novato, CA. Doug graduated from Parma High School in 1939, and attended Michigan State until 1942, when he left to train Army Air Corps pilots.

In the fall of 1942, he joined United Airlines and flew for United for 40 years being the most senior 747 pilot in the world when he retired. After retiring, he lived in Novato, CA with his wife, Jan, who survives. Doug is also survived by a son and daughter, a sister, and grandchildren. Graveside services were held at Campbell Cemetery at the North Parma United Methodist Church. Donations to the Campbell Cemetery Fund may be directed to Tidd Williams Funeral Home, 421 E. Michigan, Parma, MI.

GINNY EARLY

My wife of 59 1/2 years passed away on 8 October 2003. She is the mother of Robert S. Early ORDFO, an A-320 Captain. She was diagnosed with cancer of the liver on 25 Sept. and entered Hospice on 27 September.

Robert K. Early

TROY K. EPTING

Dear Friends, Troy passed away peacefully last night, Sept. 18, as he slept. We agreed to not have a service, but hope you will all celebrate his life as the vibrant man he was. He would want you to all be happy, live life to its fullest, and never put anything with single malt. Remember all of the escapades and experiences you may have shared with Troy, but most of all, down deep, he loved and appreciated you all.

I will be moving to Mercer Island to be closer to my daughters and their families, and our beautiful home is being sold. This email will be closed down, refer any correspondence to me at 2809 61st Ave SE, Mercer Island, WA 98040, or my daughters email, lezanne@designacom.com. My phone is the same 206-842-3398.

Love to all, *Millie, Erin, Lezanne & Family*

JAMES S. FENELEY

I regret to inform you that our friend DC-10 Captain Jim Feneley, 76, JFK (Ret) passed away on August 27, 2003 after a long bout with cancer. Jim grew up in Boston, joined the Marine Corps in 1945 during WWII, and served in Japan immediately following the war. After his discharge from the Marines, Jim attended Tufts College on the GI Bill. In 1949 he joined the Navy for flight training becoming a TBM carrier qualified pilot. Jim then

served as an aircraft commander on a P2V in the Far East during the Korean War where he was decorated for bravery. Returning to the U.S. he served as a flight instructor at Pensacola before being released from active duty and hired by United as a pilot on January 10, 1955.

Jim and I were hired at the same time and started on the line together at LGA. Val Dean was our first boss, a great boss, as were the others there. We had a good, very good, friendship, often talking, until his final week. I would call him or he would call me just to talk about flying, United and the "Good old days."

Jim served on the MEC in BOS as Co-pilot Rep and later as Chairman Council 52 at LGA/JFK. Jim leaves his loving wife Hilda and two fine sons and grandchildren.

There may be a memorial service later in Florida where Jim and Hilda lived. However, at this time I have no details concerning this service.

A salute, and a *Silent Toast*, until we meet again. I would be honored to fly co-pilot and 'pull the gear' for Captain Jim Feneley as I often did for Captain Pete Brohme, two of my heroes.

We will miss him. *Semper Fi*, Jim.

John Kent

GALE CLEVINGER KEHMEIER

Gale Clevenger Kehmeier died of heart failure Tuesday September 16, 2003, at Porter Hospice in Littleton; he was 85. The son of Dan; and Hazel Kehmeier, he was born on a farm at Eckert, Colorado, March 15, 1918. He married Georgette Dean on March 22, 1942 in California. They had 3 children, a son Dean and daughters Gail and Melanie. They divorced in 1973. In October of 1974 he married Lucile Keyes in Denver, Colorado.

Mr. Kehmeier graduated from high school in Eckert, Colorado in 1934 and received a Bachelors degree from Western State College in 1938. He served in the USAF United Airlines ATC Group from 1941-1943.

In 1943, he moved to Denver. Mr. Kehmeier was a pilot for United Airlines from 1940 to 1965. He then flew for Ports of Call Travel Club from 1967 until his retirement in 1978. He was a celestial navigator for Ports of Call for several years after his retirement. While flying, he also worked as a substitute teacher for the Denver Public School System.

He was an active member of both the Colorado Mountain Club and Capital City Kiwanis for many years. Mr. Kehmeier served a term as president for both clubs. He also enjoyed Toastmasters Club in his later years.

His passions were traveling, writing and hiking. He visited 110 countries and wrote hundreds of articles about traveling and history, many of which were published.

Mr. Kehmeier was a colorful character who lived an adventuresome, exciting life and will be missed deeply by his family and friends.

Survivors include a son Dean Kehmeier of Durango Colorado, a daughter Melanie Roeder of Boulder, Colorado, 3 grandchildren and 3 great-grandchildren.

He was preceded in death by his daughter Gail Kehmeier in 1965 and his second wife Lucile in 2001.

A memorial service will be held at the Presbyterian church in Eckert, Colorado, on October 16, at 10:30 a.m. Contributions may be made in his name to the: Colorado Mountain Club, 710 10th Street, Suite 200, Golden, CO 80401. "To go west, my friend, is a journey we all must take." Have a smooth flight Dad.

JOSEPH RAYMOND (RAY) KUHLMAN

Joseph Raymond Kuhlman passed away Wednesday morning after a long illness. Ray was born in Frostburg, Md., and entered military service prior to World War II. Ray was selected to participate in a new program and graduated as a Flying Sergeant in the U.S. Army Air Corps in December 1941. Ray was commissioned as a second lieutenant in October 1942 and spent the entire war as a member of the Military Air Transportation Service (MATS) with overseas tours in India, China (flying The Hump), Italy, and France.

In 1946, Ray joined Capital Airlines, which later merged with United Airlines where Ray was a senior Boeing 727 Pilot until he retired in 1979. After his retirement from the Airlines, Ray brought baseball back to Kinston when he purchased a Carolina League baseball franchise and relocated the team to Granger Stadium in Kinston. He and his wife Ruth operated the franchise for six years until Ray retired again in 1983.

Ray is survived by his wife of 58 years, Ruth; two

children, Patricia K. Murphey of Fairfax Station, Va., and David C. Kuhlman of Camas, Wash. Ray is also survived by two brothers, Robert G. Kuhlman of Hagerstown, Md., and Paul E. Kuhlman of Pennsylvania. He also has five grandchildren. Due to his close and long-standing association with the Air Force and Seymour Johnson Air Force Base, the family has requested that, in lieu of flowers, donations be made to the Educational Fund, c/o Bank of America, Seymour Johnson AFB, N.C. 27534

The Free Press, Kinston, NC, October 19, 2003

Cards may be sent to: Mrs. Ruth Kuhlman P.O. Box 1395 Kinston, NC 28503-1395 (252-522-0356) randr2224@cox.net

Fraternally, *Jerry Goebel*

JOAN LOUISE NORSWORTHY TOEPPEN

It grieves me to report the TRIP WEST of former Stewardess hired at CGFO June 3, 1944.

The passing was on 10-13-03 at 1855 (6:55 PM) after a long fight with Parkinson's Disease. The family members were present at the passing.

Request is for no flowers, but memorials may be made to a charity of your choice, or to Sun Health Research Institute, 10515 Santa Fe Drive, Sun City, AZ 85351, where both Joan & Don have been listed for the Brain Donation Research Program for Parkinson's.

God Bless! *Don*

JONATHAN 'JON' WOLFE

A United Airlines Pilot for 37 years, died on August 16, 2003, at the age of 85.

Jon was born and raised in Chicago, Illinois. His father was a respected engineer and his mother a school teacher and housewife. Jon graduated from Bowen High School in Chicago, and received his Bachelor of Arts



degree in 1939 from DePauw University in Greencastle, Indiana. He was a member of the Sigma Chi Fraternity there.

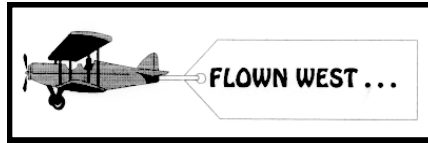
Jon enlisted in the U.S. Navy and was a pilot during World War II, stationed in South America. Following the war, he worked as a pilot for the then fledgling United Airlines, flying the DC-3, DC-6, and DC-10, among others. He worked there for 37 years, retiring as a Captain in 1977. In 1951 he met and married Arlene Sconce, then a stewardess for United Air Lines. After their marriage, Jon and Arlene moved to Barrington, Illinois. Arlene and Jon raised four children, and enjoyed many happy years in Barrington.

In 1981, Jon and Arlene moved to Littleton, Colorado, following Jon's retirement from United. They enjoyed 22 years in the Ken Caryl Valley with friends and relatives. Their 50 years of marriage culminated in a wonderful 50th Wedding Anniversary celebration at the Mt. Vernon Country Club, before Arlene's death in 2001.

Jon was an avid tennis player, bridge player, ping pong player and a devoted and loving father. He was actively involved in the Enclave Homeowner's Association and was instrumental in the preservation of the Valley's famed 'fourteen acres.' His Ken-Caryl bridge group is sure to miss him!

Jon is survived by his daughters Cindy and Cathy, son Jonathan, and grandchildren Brendan, James, Paul, Megan, Hilary and Tessa. He was a loving and giving friend, spouse, father and grandfather, and will be missed by all who knew him. A memorial service and graveside ceremony was held at the Forest Lawn Memorial Cemetery in Omaha, Nebraska on Thursday, September 11. Donations can be made (in lieu of flowers) to the Hospice of Wake County, 1300 St. Mary's St., 4th Floor, Raleigh, North Carolina, 27605.





JONATHAN WOLFE	16 AUG 2003
EARLE MEYER*	14 SEP 2003
GALE C. KEHMEIER	16 SEP 2003
TROY K. EPTING	18 SEP 2003
ROBEERT M. BYRNE	22 SEP 2003
EMORY V. BARRUS	14 OCT 2003
JOSEPH R. KUHLMAN	15 OCT 2003
E. CHRISTIAN DUE*	17 OCT 2003
JOHN MILLER*	---



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 941-793-5251
2nd Tue. San Diego Co.—*Quails' Inn, San Marcos* - 760-723-9008
2nd Tue. FL Treasure Coast Sunbirds—*Miles Grant CC, Stuart* 561-747-2796
2nd Thu. SE FL Gold Coast—*Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*Best Western Scottsdale Airpark* 480-948-1612
3rd Tue. DEN Good Ole Boys— 11:30am *American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Famous Barbecue* - 702-896-8821
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736
3rd Tue. Dana Point CA—*Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—*Hacienda (Even Mths) Billingsley's (Odd Mths)* 310-821-6207
3rd Thu. Ohio Northcoasters—*TJ's Wooster (Always coed.)* - 440-235-7595
3rd Thu. SEA Gooneybirds—*Airport Marriott.* - 206-242-1242
3rd Thu. So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896
3rd Thu. TPA Sundowners—*Cuzzins (odd mths. Stag)* - 727-787-5550

Quarterly Scheduled Lunches

- 1st Wed Feb, May, Aug, Nov. Chicago Area—*Itasca CC* - 630-832-3002
2nd Tue Jan, Apr, Jul, Oct. McHenry (ORD)—*Warsaw Inn* - 815-459-5314
3rd Wed Jan, Apr, Jul, Oct. Washington Area—*Westwood CC* - 540-338-4574

Deadline: November 17, 2003

Mailing: December 3, 2003

*Note early deadline for production purposes



PERIODICALS

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